

The Hongkong Telegraph

(ESTABLISHED 1881.)

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June 15 1915, Temperature 6 a.m. 77 2 p.m. 82
Humidity 96 84

June 15 1914, Temperature 6 a.m. 83 2 p.m. 85
Humidity 79 75

WEATHER FORECAST
RAIN
Barometer 29.82

2916 日三初月五

TUESDAY, JUNE 15, 1915.

二九四 日五十月六年一五 SINGLE COPY 10 CENTS
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TO-DAY'S LATEST WAR TELEGRAMS.

ALLIES' PROGRESS CONTINUES.

BELGIANS CROSS THE YSER

Fierce Infantry Actions Near Souchez.

AUSTRIAN TORPEDO BOAT SUNK.

[Reuter's Service to The "Telegraph."]

A WELCOME BELGIAN SUCCESS.

June 14, 4.35 p.m.
Reuter's correspondent in Paris says that a welcome Belgian success is reported. According to a communique, a battalion crossed the Yser near Dixmude railway bridge, organised ground work and destroyed a chateau in the vicinity of Dixmude.
There have been fierce infantry actions north of Souchez in which we took a number of trenches, some of which we had relinquished owing to a violent bombardment.

AUSTRIAN TORPEDO BOAT SUNK.

(Havas Telegram.)

June 13.
Rome: We have crossed the Isonzo, the enemy abandoning numerous killed and 200 prisoners. The Austrians have destroyed the important fort of Posachio.
Athens: An Austrian torpedo boat has been sunk in the Dardanelles.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

MINISTRY OF MUNITIONS; BUSINESS APPOINTMENT.

June 14, 6.15 a.m.
Mr. Llewellyn, manager of the Cambrian Combine Collieries, has accepted an appointment in the Ministry of Munitions.

WAR TELEGRAMS.

RUSSIAN COMMUNIQUE.

"COCKCHAFERS" CAPTURED.

June 13, 5.35 p.m.
That the Germans are reverting to their old tactics of lightning changes of front is evident from a Petrograd communique which, besides announcing the continuance of desperate fighting north of Shavli, mentions strong German attacks east of Mariampol, north of Pranyez, east of Mlava railway, and in the Dzura region, left of the Vistula.

The enemy has suspended his attacks at Halicz as a result of his defeat at Juravno, but after a series of attacks down the Dniester, detachments crossed the river at the town of Zalescziki, considerably east of Juravno. Russian cavalry charged these detachments, sabring 500 and capturing 200.

Prisoners taken by the Russians in the recent fighting included several hundred unwounded Fusiliers of the Prussian Guard, the most popular regiment in Berlin where they are nicknamed "The Cockchafers."

The enemy originally selected Juravno as the crossing point, as the forests on the left bank hampered the Russian artillery, but the forests proved the ruin of the Germans whose centre was split and isolated detachments were easily taken in detail.

A STATELY HOME OF ENGLAND BURNED.

June 14, 4.05 a.m.
Dunrobin Castle was partially destroyed by fire yesterday. Wounded inmates and valuables, including priceless pictures, were removed. The Duke and Duchess of Sutherland directed the helpers.

Many pictures and much antique furniture were destroyed in the fire.

An army officer and two bluejackets who were helping the firemen were badly hurt.

THE PORTUGUESE ELECTIONS.

June 14, 6.15 a.m.
Reuter's correspondent at Lisbon states that the election is proceeding quietly. The results up to the present assure a Democratic majority and an Evolutionist minority.

APPALLING GERMAN LOSSES IN GALICIA.

June 13, 5.10 a.m.
Information has reached Petrograd that Peace meetings have been held in many German towns in consequence of the appalling German losses in Galicia where, it is stated, one Army of 150,000 was annihilated and re-created in a single month.

THE LATEST CASUALTY LISTS.

June 14, 5.00 a.m.
The following is from the latest casualty lists:—Died of wounds:—Major F. R. Hicks, of the Hampshire.

ITALIAN COMMUNIQUE.

FINE WORK IN THE MOUNTAINS.

June 14, 12.35 a.m.
An Italian communique says:—
The enemy attempting to arrest the Italian offensive from Tonale to Carnia, mostly by means of night attacks was everywhere repulsed.

Our offensive in the Nola zone continues rapidly and successfully. We also occupied at night-time the Valentino Pass, dislodging the enemy from successive trenches and pursuing him from rock to rock. Our Alpini secured this victorious result.

The Italian heavy artillery are now bombarding the fortress of Mal Borghetto, and have obtained remarkable results in a brief time, setting fire to a fort, and exploding ammunition and stores.

We are consolidating our positions across the Isonzo. Our heavy artillery destroyed a dyke at the Monfalcone Canal, and succeeded in interrupting the railway between Monfalcone and Gorizia, near Sagrado.

A FAVOURABLE AUGURY.

June 14, 6.00 a.m.
An official statement issued at Petrograd says that the struggle has now reached its extreme intensity. The Germans have nearly doubled the troops in the field since the beginning of the war, and the possibility of a further increase in the infantry is doubtful. The Allies have compelled the Germans to keep on both fronts larger forces than was originally intended. The unshakable unity and growing power of the Allies augur well for future success.

WAR TELEGRAMS.

"THE AMERICAN NOTE; GERMAN RELIEF.

June 14, 6.00 a.m.
The German papers are relieved at the mildness of the American Note, and anticipate a further period of argument, as they declare that the Note permits of discussion of methods of sea warfare, including the British methods.

The *New York Herald* warns Americans not to be lulled into a sense of false security by the Note, and says that the German crisis is not past—it is only beginning.

Mr. Bryan, in another statement, says that the Note was materially altered after he resigned, though the change was insufficient to justify the withdrawal of his resignation. He does not doubt that the country will support President Wilson in the event of war.

BERNHARDI'S IN-ACCURACIES.

An American's Views.

The works which General von Bernhardt published before the war were straightforward and honest. In their very brutality they foreshadowed the awful events which now belong to history. He has won our confidence, if not our esteem. Therefore, it becomes all the more necessary to signal his inaccuracies when he, too, yielding to the nefarious promptings of war mania, takes to distorting facts. A brief checking up of his most carefully developed statements will show us the credence to be given to what he says in his last public utterance, an article in the *Public Ledger* of March 14: "That such a preparation" (Germany's preparation for this war) "did not follow any aggressive aims should have been proved sufficiently by the fact that for 44 years she (Germany) maintained peace and that she allowed to slide by all opportunities when she would have been able to attack her enemies under advantageous conditions."

A convincing proof, indeed! The fact is, that though she sought it, Germany has never had this opportunity. To mention only her relations with one country, she has, since 1870, made five separate threats on France. Only the pluck of that smaller nation and the menacing protests of other countries have checked her fury, her *furor teutonius*, as it is known in the chancelleries of Europe.

Earlier German Threats.

The Agadir incident is too recent to require explanation here; nor need we dwell upon the Casablanca episode, since, when finally threatened with an international investigation before The Hague Tribunal, William II discreetly allowed himself to be brought to reason by Emperor Francis Joseph. We must, however, speak briefly of the three German threats which preceded these two.

The first came in 1875. France was recovering from her defeat with a "nerve and elasticity" to use Disraeli's expression, which has made her the marvel of historians. She had paid her enormous indemnity in less than half the time expected by Bismarck. She was picking up her finances, her army and her navy, and in government the third republic had finally been established on a lasting basis. Germany, though she had during this time created a sort of al-

liance with Austria and Russia, affected to be alarmed by the progress of France. She had already increased her army, and by her dealings with the Pope, Spain and the Governments of other countries shown all those signs of preparation which we of 1915 have learned to interpret correctly.

Fortunately a move by Duc Decazes brought her plans suddenly into the light. At this the British Cabinet, under Disraeli, protested firmly; Queen Victoria herself wrote to the Kaiser, and Russia gave Berlin clearly to understand that should the Germans attack France, they might well have to meet a second foe on their eastern frontier. In short, there arose such a chorus of international protest that, in spite of the urgings of Moltke, Germany was forced to desist.

The second threat, the so-called Schnaebele affair of 1883, brought on by a trumped-up charge of espionage, was no more successful than the first. So thorough and skilful was the French handling of the situation that the presence of a Frenchman on German soil was proved to the world to be the result of a German invitation! "The one thing evident," says Lawton, "was the French Government's peaceful attitude under trying circumstances."

And now we come to the well-known Moroccan affair of 1903. Jealous of French progress in Morocco, when France and England had at last found a peaceful solution of their conflicting interests in Newlandland and Africa, Emperor William suddenly did one of those characteristic acts which have so often cost him the sympathy of neighbouring States. He sailed to Tangiers and there dramatically proclaimed the independence of Morocco! Luckily, thanks largely to our own Ambassador, Henry White, this act of pettish intolerance resulted in nothing more violent than the Algeiras Conference, which, in spite of some questionable German intrigues recorded by Tardieu, resulted in favour of France.

These distinct threats, directed within the last 44 years against one country alone, reveal only too plainly the attitude of Germany. Nor need we cite her relations with other countries besides France to prove her "aggressive aims." Furthermore, this same page of Franco-German history gives the lie to other statements by Von Bernhardt, who has the boldness to say: "England still owes proof that Germany has ever threatened with her might a weaker State," and, again, "German policy everywhere has been protected in the most painstaking manner the rights of third parties and also in her Colonial aspirations has

NEWS FOR BUSY MEN.

CONDENSED.

The Allies have captured a number of trenches near Souchez.

It is reported that peace meetings have been held in many German towns.

The German papers are relieved at the mildness of the American Note.

The Portuguese elections are proceeding quietly. A Democratic majority is anticipated.

The losses of the Germans in Galicia in a single month are said to have been 150,000.

Mr. Bryan says that, in the event of war, the United States will support President Wilson.

The Germans are reverting to their former tactics of lightning charges in the Vistula region.

A Belgian success is reported: A battalion crossed the Yser near Dixmude and destroyed a chateau in the vicinity.

The Italian success continues: Italian heavy artillery are now bombarding the fortress of Malborghetto and have obtained remarkable results in a brief time.

NEWS.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

There was a landslide on the premises of Mr. Warren, Tai Hang, this morning and four Chinese were buried. A rescue party saved them from suffocation. There was another slip at Baseline Path, no-one being injured.

proceeded with the most far-reaching regard of the interests of other States."

Further on in his article Von Bernhardt takes up once more an outworn argument of the German apologists, viz., that England's naval supremacy is a menace to the world. England, it is true, has an all-powerful navy. But, as has often been pointed out, strength is not of itself a menace, and England has shown that she can forget the power of her navy in the interests of justice

(Continued on Extra.)

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

Thursday, June 17.
Dragon Boat Festival.

Tuesday, June 22.
Sale of Land in Caine Road.—
G. P. Lammer's Sales Room—
3 p.m.

GENERAL NEWS.

Dr. Clifford Resigns.

The Rev. S. W. Hughes, for the past eleven years minister of Christ Church Baptist Church, Six Ways, Aston, Birmingham, has received an invitation to succeed Dr. Clifford at Westbourne Park Church, London. Dr. Clifford has himself written to Mr. Hughes expressing the hope that he will accept the appointment. Mr. Hughes states that he will make known his decision on Sunday week. Dr. Clifford is the veteran Nonconformist who has been pastor at Westbourne Park for more than half a century.—*Daily Mail*.

Mongolian Administration.

It is reported in certain quarters says the *National Review* that the Government will divide the territory in Inner Mongolia into Special Administrative Districts and appoint officials to govern them in the same manner as it does with Jehol. As a preliminary step toward the adoption of this policy the Government has telegraphed to the Governor of Fengtien instructing him to notify the Mongolian Princes of this fact and invite their views concerning it. Should the Mongolian Princes raise no objections the Government will arrange for its early enforcement.

The Royal Academy.

Monday was the first public day at the Royal Academy says the *Daily Mail* of May 8. The crowd was on the whole a subdued one, that came later and went away earlier than usual, and it was smaller in number, with a strong element of khaki, "Tommyes" being as much in evidence as officers—and a sprinkling of naval men. "There were two particular favourites among the pictures—Mr. Lavery's "Wounded" London Hospital, 1915," and Mr. Oliver's "Where Belgium Greeted Britain." Round the group of the meeting of King George and King Albert there was a large crowd all day, and its portraits of the King and the Prince of Wales were much admired.

Royal Colonial Institute.

At the first meeting of the new Council of the Royal Colonial Institute, the Right Hon. Earl Grey, president of the Institute, in the chair, the following resolution was moved by the new chairman (Sir Charles P. Lucas), seconded by Lieut.-General Sir Edward T. H. Hutton, supported by the Hon. Sir John A. Cockburn, and adopted:—"That the thanks and appreciation of the Council be placed on record for the long and valuable services of Lieut.-General Sir J. Bryan Edwards, K.C.B., K.C.M.G., to the Royal Colonial Institute as its chairman of Council during the years 1909 to 1915. In passing this resolution the Council desire to record the great importance and value which they attach to Sir Bryan's services in promoting the unity and solidarity of the Empire during a long period of public life, especially upon his Report upon the Defence of Australia in 1900, which led directly to the further evolution of the Federation of the Six States of Australia into the present Commonwealth."

Women in Shops cause Discontent.

The introduction of women to take the place of men who have joined the Colours is causing unrest among members of the Amalgamated Union of Shop Assistants, Warehousemen and Clerks, some of whom resent their introduction and desire to cease work as a protest, says the *Globe* of May 8. The Union has, however, officially taken up the position that since it caters to both men and women in the distributive trades, it cannot oppose the introduction of women. Information has reached the Union from various parts of the country that women are being introduced to firms through the Labour Exchanges without being informed as to the value of their labour, and that many have been engaged at wages from 9s. to 12s. per week. Should this prove to be correct the matter will be taken up with Mr. Ransome.

NOTICE.

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THE CAMPAIGN AGAINST MALARIA.

Analysis of Hongkong Returns.

Says the *N.-C. Daily News*:—A report dealing with tropical diseases must always to the lay mind be of a somewhat alarming character, and the contributions from medical officers and others, whose researches in connection with anti-malarial measures taken in the Crown Colonies and Protectorates are embodied in the Report of the Advisory Committee for the Tropical Diseases Research Fund for last year, are in the main such as would be more acceptable to the specialist than for general reading. Certain broad aspects of the subject may, however, be touched upon, more particularly those relating to the excellent work now in progress in Hongkong, which in view of the many similarities between Hongkong and Shanghai, should be of interest to residents here. With an annual expenditure of \$337,340 upon purely sanitary measures, a highly systematic campaign against mosquito-borne diseases has of recent years been prosecuted and developed in Hongkong. At a staff of nearly 700 employees, including twenty-one trained British inspectors, engaged in house-cleaning, scavenging, disinfection, clearing of waste ground, oiling pools, and other sanitary and anti-malarial works. Quinine has been distributed free in schools in malarious parts of the Colony, and no less than 3,416 oz. given to Government and other hospitals and dispensaries.

A brief analysis of malarial rates in Hongkong, as in most other places where the subject has been taken in hand, is highly encouraging. In 1903, 422 deaths or 12 per 1,000 of the population, were recorded as against 200, or 0.7 per 1,000, in 1913. To show that there is nothing savouring of undue optimism in these figures it may be pointed out that a certain latitude can be allowed in the comparison, and that the decrease may, owing to improved facilities for notification, be under rather than over-estimated. As conveying the most accurate tests of the progress of anti-malarial works, the figures relating to the health of the troops in Hongkong are instructive. Among British troops the rate of admissions into hospital for malaria per 1,000 has diminished from 128.4 in 1909 to 42.5 per 1,000 in 1913. As regards Indian troops, the figures are more varied, 54.3 per 1,000 being recorded in 1909, rising to 89.8 the following year, dropping to the very low rate of 31.8 in 1911, and rising again to almost double that of the British troops in 1913. As is pointed out in the report, one of the governing factors which must be taken into consideration in regard to the incidence of malaria upon the troops is the healthiness or unhealthiness of the last station they occupied. Classes for instruction in hygiene, which includes a description of the part played by mosquitoes in malaria, are held in all the schools in this as in other Crown Colonies, and a considerable quantity of literature on the subject, both in Eng-

lish and Chinese, is annually distributed to the community. In a note prepared by Professor Ronald Ross and forming a preface to the report, the economic rather than the humanitarian aspect is emphasised. Disease always causes a large expenditure of money both to the Colony and directly to the Government, and mosquito-borne disease owing to its wide and permanent endemicity is especially a source of great expense. In Ceylon, of 317,694 children examined, no fewer than 68,141 were found to be suffering from enlargement of the spleen, which shows the immense prevalence of the disease and the cost which it must inflict upon the public at large. Measures similar to those taken in Hongkong are in force in Ceylon, and Professor Ross comments upon the keen interest which is shown in the matter there, as well as on the enormous expense to which the Colony is put in dealing with it.

An experience of his own related by Professor Ross well merits being placed on record as an example of what can be done as shown by the eradication of malaria at Piazix. In 1907 a severe epidemic of malaria was raging in the neighbourhood and particularly amongst the British troops there. Of twenty-one soldiers attacked, there were five deaths while thirty soldiers had to be invalided home at a cost of over £50 each. The War Office granted £1,000 for the drainage of the marsh (less, be it observed, than was spent in one month of invaliding soldiers to England) and this has been followed by practical obliteration of the disease on the spot. Education would appear to be the moral to be drawn from the results arrived at in all the contributions furnished. Given sufficient instruction in the primary and secondary laws of health, given a sound knowledge of the obligations of citizenship, prophylaxis, at least as regard infectious diseases, may in time become almost second nature. Anti-mosquito and anti-malaria have, as is well known, proved up to the hilt to be terms of synonymy; the extermination of the mosquito is invariably followed by a marked drop in malarial returns, and the practicability of eradication, stupendous as under certain conditions it may seem, has been manifested over and over again. Whereas disease and all the science that has grown up round about it was formerly the close borough of the medical profession, the rapid evolution of the prophylactic idea within recent years has made the intelligent co-operation of the laity a *sine qua non*.

Volunteers for Peking. The merchants in the capital have submitted a petition to the Government requesting the latter to permit them to organise a volunteer corps. The merchants propose that each shop in the capital should arrange for the enlistment of one of its staff in the corps. In ordinary times this force will help the Government to maintain peace and order and in time of war it will be placed on the active list for the defence of the country.

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SOLDIERS SENT TO SLEEP.

Effect of the Asphyxiating Bombs.

Paris, April 27.—The first of the wounded in the recent fighting on the Yser reached Paris during the night, and I was able to talk with some of them for a moment as they were taken into hospital.

One of them, speaking of the German asphyxiating bombs, said: "The famous bombs killed nobody. They simply sent off to sleep those who inhaled fumes. Then the Germans rushed in and massacred those who were insensible. Happily reinforcements arrived, and in the end the Hunns were driven back."—*Exchange*.

Addressing the Academy of Science to-day, Professor Armand Gauthier declared that asphyxiating bombs were much less dangerous than the public believed, and that they had not the noxious effect ascribed to them. Their composition, he said, was perfectly well known. The Professor concluded by stigmatising the methods employed by the enemy, who, he said, continued to violate the Hague Convention.

Poison Pipes to Trenches. The latest exposition of German "friggleness," the employment of asphyxiating gases to clear the way for their rush for Calais, is the most diabolical, the most carefully prepared, of all their inhuman methods of warfare. The evidence of prisoners, it is understood, says the *Mail* goes to show that the German leaders principally relied on this barbarous expedient (which is doubtless one of the famous "surprises" of which we have heard so much in the past) for rushing the French and British lines. They had made all their plans with their customary thoroughness. Unfortunately for them the British offensive, beginning with the mining of Hill 60 and the capture of the position, foiled their plans before they were completed. The Germans had laid pipe lines from the rear of their posi-

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J. M. BECK, Superintendent.

Hongkong, 10th June, 1915.

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R. BLACK, Superintendent.

Hongkong, 11th June, 1915.

tion to convey chlorine, the deadly gas used, to a number of metal cylinders planted in the ground in front of their trenches. Their apparent intention was to plant these cylinders fed by their pipe lines all the way along the front of the Belgian, French, and British Armies against which their offensive was to be directed.

As they were forced to attack before their preparations were ready it was only the French and part of our forces, including the Canadians, who came in for the effects of the gas.

A German prisoner taken at Zuydskote informed his captors that the Germans had been making elaborate preparations for attacking by means of asphyxiating gas three weeks ago. The whole scheme was carefully planned, and the German soldiers who were nearest the fumes all wore a protective helmet in the shape of a diver's.

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BIRTH.

OWEN.—At the Carlton Hotel, on the 15th June, to Mr. and Mrs. O. E. Owen a son.

The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 15, 1915.

THE NAMELESS HEROES.

We have ventured to comment once or twice on the risk that lies in the telegraph agencies' singling out one special man or regiment or ship for special mention, at a time when all are doing noble deeds. It is very hard to please everyone in this world, and almost as hard to do justice to everyone. As we said some time since, first the London Scottish, then the Canadians, then the Australians came in for special praise, and, as a natural consequence, the press was soon asked to publish a statement to the effect that one regiment had been noticeably overlooked when the praise was served out. The offender of the moment is not a telegraphic agency but "Eye-witness" himself who, as we stated yesterday, neglected to pay honour where honour was due by speaking of a regiment recently quartered in Hongkong as "a battalion of Pathans" at a time when these men had been performing a most magnificent feat.

The regiment towards which this "unnecessary official anonymity"—as the *Globe* happily terms it—was observed, is the 40th Pathans; and we feel sure that our readers will echo the protest which has been made by the *Globe*, by the *London and China Express* and by Mr. Arnold White in a letter to the *Times*, if they consider for a moment the splendid bravery exhibited by these Indian troops and their British officers. They were making a difficult night attack over open ground, and, one after another, their officers fell, fighting to the very end. Mr. Arnold White says in his letter: "Captain Dalmahoy fell, after being wounded six times—the bravest of the brave." Captain Christopher fell in the same grand way. Major Perkins died of his wounds. Nearly all the British officers were killed or wounded. Captain Waters is lying in hospital with a bullet through his brain. Sabadars Jehandad Khan and Jem Kakkor were killed.

Is this the kind of thing to be adequately summed up in a side allusion to "a battalion of Pathans"? And the navy and air-men have the same kind of ground for complaint. Only a few days ago, while the names of three flight-officers were given, that of a fourth, who had tackled thirteen enemy air-craft, was omitted. Of course it would be absurd to charge those who make the reports with intentionally leaving out names of men or of regiments, but we have it on excellent authority that "evil is wrought by want of thought," as well as in other ways. If the reports are to be fair it seems obvious that full credit must be given to the men, the number of men or the ship deserving it. Failing this, it would, perhaps, be well to omit all special mention until after the war. It is characteristic of the Britisher that, while he shrinks from inordinate praise—from anyone's "making a song" about his achievements—he is easily affected by entire absence of recognition; easily, soured, and, from that time forth, becomes almost physically unable to do his best. How it is that "Eye-witness" and others who send news home do not know this, is somewhat of a puzzle.

The Seven Hundredth Anniversary.

The Great Charter of English liberties is seven hundred years old to-day. In a word, what the Charter did was to tell the King that his subjects would not tolerate an absolute monarch. He had been told so before, and in no uncertain manner, by the Witans Gmoot in Saxon times; but the subsequent Norman Conquest established a monarchy that was practically absolute. In wise hands such a system has been known to be productive of good; but, for one man who can use absolute power for the people's good there are a million who would abuse it. William the Conqueror was hardly in his grave before his son Rufus began to show his subjects what a terrible weapon such a power may become. His successors were but a small improvement on him, but when John came to reign it was gradually made clear, as the years went on, that the liberty on which pre-Norman England had prided itself must disappear altogether unless strong action was taken. For the common people to help themselves in those days was, of course, out of the question, and their authorised champion the Church was occupied, particularly during Henry II's reign, in standing up for its own rights. Unhappily for himself, though happily for the country, John at last set the barons by the ears as his brother and father before him had done.

Democratic England.

Henry II and his son Richard had been men of such marked personality and strength of will that the barons could make no lasting progress against either. If they hated both they also feared and respected them. For John they could have no respect, and, going over to the side of the Church, they entered, with Cardinal Langton at their head, upon a crusade against royal tyranny which ended in the signing of Magna Charta. Like other great movements, it did not succeed immediately any more than it had grown suddenly. King John had been ruling for sixteen years when the important signature was at last wrung from him, and, during all that time, and long before it, the Charter may be said to have been forming itself. Similarly it was not till after the Stuarts had been expelled that it could be looked upon as established immovably. From 1215 till the time of the Hanoverians various monarchs sought to break through it, and in some cases succeeded. Notable offenders in this respect were Richard III, Henry VII, Henry VIII, Elizabeth and every one of the Stuarts. But Magna Charta had given the people heart; they had something to fall back on; something to throw in the face of any would-be tyrant; and it is in the spirit of this list of liberties that subsequent laws have been passed which have made of the British a more self-governing race than, perhaps, any in the world.

Another Word to the Sanitary Board.

We are again obliged to call the Sanitary Board's attention to the ways and wiles of the Chinese laundryman. Some few months ago we spoke of an edifying practice common among the washermen of Kowloon and district; to wit: that of wearing the clothes of European customers while they are at their work in the water. To this we have now to add the information that the dhotis of Monkotsui are in the habit of washing the clothes of Europeans in promiscuous holes that contain dirty water—rain-water or overflow from the paddy fields. In some cases these holes or pits are eight feet below the level of the fields. As the ground slopes gradually, the water from one series of holes can quite well flow into the next series—after it has been used to wash other clothes! When the washermen come out of the water they dry themselves on one or other of the towels which they have been told off to wash. On the whole it would appear that it is almost time something was done towards a fairly close inspection of these spreaders of uncleanness and disease.

DAY BY DAY.

A BROTHER'S SUFFERINGS CLAIM A BROTHER'S PITY.—Addison.

The Weather.

Lower level 8 a.m. Temp. 83; rain.
At the Peak 8 a.m. Temp. 75; rain.

Count the Columns.

Yesterday the *Telegraph* published 33½ columns of solid reading matter. To-day there will be 36 published.

The Mails.

French Mail.—Due per s.s. Atlantique to-morrow.
American, Canadian and U. K. Mail.—Closed per s.s. China to-day at 11 a.m.
Siberian Mail.—Closed per s.s. Aki Maru to-day at 3 p.m.
Australian Mail.—Closed per s.s. Tango Maru to-day at 3 p.m.
Siberian Mail.—Closes per s.s. Atlantique to-morrow at 4 p.m.

Up to the Minute—Share Market News.

Closing prices:—
Yangtze Ins. Assoc. Ltd.—\$225, buyers Ex. 73.
Hongkong Fire.—\$392½, buyers.
Shanghai Dock and Eng. Co. Ltd.—52, buyers.
Hongkong Cottons \$7.40, sellers.
Hongkong Tramway.—\$5.10, sellers.
Indo-China.—\$90½, sellers.
China Sugars.—\$115, sellers.
China Minillas.—\$4.90, buyers.
Hongkong and K. W. and G. Co. Ltd. \$68, nom.
Hongkong and W'poo D. Co. Ltd.—\$62½, buyers.
Ewo's.—Tls. 181, buyers.
Shanghai Cottons in Shanghai.—Tls. 98½, buyers.
China Provident.—\$1, buyers.

The Dollar.

The rate of the dollar on demand to-day is 1s 9½.

To-day's Anniversary.

To-day is the 700th anniversary of the signing of Magna Charta.

A New Time Table.

Readers are reminded that a new time table for the Kowloon-Canton Railway comes into force to-day.

Larceny of a Jacket.

At the Police Court, this morning, a Chinese was sentenced to a month with hard labour for the larceny of a jacket.

European's Loss.

Mrs. Phillips, 46, Elgin Street, reports that some person has stolen from her sitting-room, a brass clock and a blackwood stand valued at \$30.

Kailan Output.

The total output of the Kailan Administration's mines for the week ending May 29 amounted to 63,877 tons and the sales during the period, to 47,773 tons.

Robbed Whilst Asleep.

A Chinese has had a costly night's rest according to the police reports. It appears that a shopkeeper of 89 Des Voeux Road West was asleep in his Club, the Sik Lo, when he was robbed of a watch and chain etc. to the value of \$120.

Unfortunate.

It appears, according to a police report, that a Chinese from the s.s. Ranilla entrusted a Chinese man with \$200 to safely keep for him whilst he was travelling. He returned a few days afterwards and found that the Chinese man had had the misfortune to have been the victim of a visit from a dishonest man who operated on his box with what is described as a false, but was apparently a well-fitting key.

PRINCE OF WALES' FUND.

Canton's May Contribution.
His Majesty's Consul General, Canton, has remitted to the Prince of Wales Relief Fund local subscriptions for May amounting to \$22 3s. 6d. The total amount sent from Canton to date is £1,790 17s. 10d.

NOTES ON THE CRISIS.

THE MILDNESS OF THE AMERICAN NOTE.

Is Germany Downhearted?

Among the Petrograd wires are two of more than ordinary significance. From one we learn that the enemy's losses in Galicia have been instrumental in bringing about meetings in Germany at which peace was frankly demanded; and, from the other, that "the struggle has now reached its extreme of intensity," and that the Allies have compelled them by the best of all arguments—combination—to do this. Hitherto we have had no confirmation of these statements from other sources, but that is no lawful reason for doubting them. The first of the two wires also says that an army of 150,000 Germans was annihilated in a single month by the Russians in Galicia, and this we can well believe.

Learning the Truth.

The truth as to Germany's position was bound, in the nature of things, to leak out in the long run. The German press can easily be muzzled or forced to print what it knows to be false; but this does not prevent returned soldiers from gossiping. The enemy's government officials can even, for a time, keep relatives in ignorance of the fact that such and such men have been killed; but as the weeks pass and no news arrives the relatives know pretty well what to think. As time goes on, the story must necessarily circulate in Berlin and elsewhere that such and such a battalion has been cut up, and, as it gradually becomes known that there is not a family within a given large circle, that has not suffered bereavement, conclusions become less difficult to form. Taking the two wires together and keeping one's mind bent on the well-authenticated stories of German losses that have come through during the past few months, it is scarcely unreasonable to assume that the enemy, as a general whole, is out of spirits. Everyone knew from the beginning that the Prussian system takes no account of men killed. The Kaiser set out with the belief that all his soldiers live for, is the pleasure of dying at his supreme command. That sounds very pretty in theory, but reduced to fact and exemplified on such a scale as has been the case since the beginning of the war, it is more than likely to make a discontented, downhearted and desperate people.

The American Note.

The little that we know about the contents of the latest Note from Washington to Germany tells us that its tone is a mild one and that the enemy is relieved thereof. There is an amusing frankness about the statement that the German papers anticipate a further period of argument, "as they declare that the Note permits discussion of sea warfare, including the British methods." Others besides the pressmen of Germany had doubtless also been led to that conclusion. There is, however, just a possibility that the enemy may be a little too knowing and taking advantage of the so-called mildness, may grow so confident of America's unwillingness to take any measures stronger than pen and ink, that the overstrained cord may snap. The *New York Herald* (with how much authority is no concern of ours) says that the German crisis is not past, but only just beginning, and Mr. Bryan—of all people—says that he has no doubt America will support the President in the event of war; both of which remarks encourage us to think that there is yet time for the Emperor William and his friends to encounter a gigantic and not too comforting surprise.

CONTEMPORARY OPINION.

Sowers of Tares.

Shortly after the war began says the *Globe* the Admiralty discovered that in and near the great shipyards and munition factories there were German agents whose work was to sow discontent among the men, and to delay the delivery of munitions by tempting them to drink. That particular danger has, we believe, been effectually scotched, but another and yet more subtle form of attack is apparently now being carried on. Germany has many friends in this country who are trying their best to affect the public with a weariness for the war and a feeling that the Hun is not so black as he has been painted. A great deal of the preposterous peace talk which is heard in certain quarters has its origin with these people who set it going and hope that the humanitarian folly of their hearers will spread it far and wide. "Don't humiliate Germany" is a maxim to which we cannot assign an entirely English origin; the women's gathering at The Hague on which Mr. McKenna was questioned last night, is its expression in action.

It is said that the agents of the Kaiser in London are not infrequently clothed in Belgian uniforms, and our readers will do well to suspect anyone in Belgian uniform who is found to be explaining that the French and English really hate one another and that if only England would consent to do so she might make a most advantageous separate peace. It is in London boarding-houses and restaurants that the Kaiser's agents are usually most active, but they also frequent recruiting meetings and, cautiously enough, have made very special efforts to permeate the Women's Suffrage Societies. They appear all to have had the same instructions, for the method of their action never varies, and they all employ the same phrase in the attempt to sow discord in this country.

These people do more harm than might be supposed, and we fancy that if the police honoured them with their attention some rather surprising discoveries would be made both as to the number and the organisation of the German agents. For the most dangerous were, of course, those who plied their treacherous trade in the great workshops and shipyards, but these peremptors cannot altogether be despised. It is astonishing how much harm can be done by even a few astute men and women who continually play upon the doubts and fears of the more foolish and irresolute sections of the community. We know that the same thing is going on in France, but there the special idea which is promulgated is that the English intend to remain in permanent occupation of the territory they are now defending, and will never leave France again. Everywhere they are active and poisonous, and it is a pity the authorities do not take more active measures to lay them by the heels.

WAR ON NUNS.

Sisters of Mercy Killed Under the Red Cross.

Paris, April 28.—The *Main* states that yesterday a special train arrived at the Gare du Nord with 300 Belgian refugees—children, old men, and invalids—from the orphanage and infirmary of the institution Saint Michel, at Poperinghe, which is managed by the Sisters of St. Francis of Assisi. One of the sisters, explaining the reasons for the flight from Poperinghe, said: "We had already decided to remove all the occupants of our institution next Thursday, as it was to be transformed into a military hospital, but on Sunday the Germans bombarded the town, and although our establishment flew the Red Cross flag, it was not spared. Three of our sisters were killed. One of them had her head blown off by a shell while engaged in getting the children away. Several of our inmates were wounded and have been left at Montreuil-sur-Mer."—*Reuter*.

THE POISON GASES.

Terrible Tortures of the Victims.

Lausanne, May 7.—A professor of chemistry writes to the *Journal de Geneve* that the German supply of Obilian nitrates was exhausted at the end of March, but that the exploitation of the Ostwald process of the extraction of azotic acid from ammoniac enables explosives to be produced in abundance.

The professor affirms that asphyxiating gases used at Ypres were not bromine, but oxides of azote which are obtainable cheaply in unlimited quantities by the Ostwald process. They are easily liquefied, of a brown colour, heavier than air and have effects similar to those reported.—*Central News*.

An officer on active service has given a vivid account of the effects of the German gas on our troops.

"Yesterday and the day before," he writes, "I went with—to see some of the men in hospital at—, who were 'gassed' yesterday and the day before on Hill 60. The whole of England and the civilised world ought to have the truth fully brought before them in vivid detail, and not wrapped up as at present.

"When we got to the hospital we had no difficulty in finding out in which ward the men were, as the noise of the poor devils trying to get breath was sufficient to direct us. We were met by a doctor belonging to our division, who took us into the ward. There were about 20 of the worst cases in the ward, on mattresses, all more or less in a sitting position, propped up against the walls.

"Their faces, arms, hands were of a shiny grey-black colour with mouths open and lead-glazed eyes, all swaying slightly backwards and forwards trying to get breath. It was a most appalling sight, all these poor black faces, struggling, struggling for life, what with the groaning and noise of the effort for breath. Colonel—, who, as everyone knows, has had as wide an experience as anyone all over the savage parts of Africa, told me to-day that he never felt so sick as he did after the scene in these cases.

"There is practically nothing to be done for them, except to give them salt and water to try to make them sick.

"The effect the gas has is to fill the lungs with a watery, frothy matter, which gradually increases and rises until it fills up the whole lungs and comes up to the mouth; then they die; it is suffocation; slow drowning, taking in some cases one or two days.

"We have lost hundreds of men who died in the trenches, and over half the men who reached hospital have died. Eight died last night out of the 20 I saw, and most of the others I saw will die; while those who get over the gas invariably develop acute pneumonia. It is without doubt the most awful form of scientific torture. Not one of the men I saw in hospital had a scratch or wound.

"The nurses and doctors were all working their utmost against this terror; but one could see from the tension of their nerves that it was like fighting a hidden danger which was overtaking everyone.

"A German prisoner was caught with a respirator in his pocket; the pad was analysed and found to contain hyposulphite of soda with 1 per cent. of some other substance.

"The gas is in a cylinder, from which when they send it out it is propelled a distance of 100 yards; it there spreads.

"Please make a point of publishing this in every paper in England. English people, men and women, ought to know exactly what is going on; also members of both Houses. The people of England can't know. The Germans have given out that it is a rapid, painless death. The lie! No torture could be worse than to give them a dose of their own gas. The gas, I am told, is chlorine, and probably some other gas in the shells they burst. They think ammonia kills it."

STAGE-MANAGED JOURNALISM.

Fantastic Notions in Germany.

The first questions you are asked after your arrival in Berlin are: "Well, doesn't this look different from what you expected to find? Are you not surprised to see everything in such perfect order, so absolutely normal?" (writes Mr. J. M. de Beaufort in an interesting letter published in England).

At first you may be inclined to agree; and if you left Berlin after, say, a week's stay, or if you should happen not to be able to speak the language, you would carry away with you a totally wrong idea of what the conditions really are. First impressions have lost all significance in Germany. The whole nation is so knit-up with the one institution for which they work and live—the army—that whatever sacrifices, whatever changes are demanded, are carried out naturally, systematically, like the changing of the gear of a motor-car. Life, to all outward observation, seems to continue much the same. I forget who it was that said, "The army is not for Germany, but Germany is for the army." That hits the nail on the head; one sees the proof of it to-day. Amongst the people of the lower and middle classes the confidence in the strength of their army and the ability of its leaders is absolute. And war has lashed their feelings towards the Kaiser into a state of unreasoning fanaticism.

Hard Nut to Crack.

The German—perhaps I should say the Prussian—is a hard psychological nut to crack. When you are alone with him he is by no means aggressive; in fact, he impresses you as rather the contrary; he seems simple, truthful, as far as his knowledge goes. But at the moment he forms part of an organisation however small—a gathering of perhaps four or five compatriots—his whole demeanour, his entire character changes. Then it is *Deutschland über Alles!* Collectively, they are all men, women and children—certain of victory. Individually—i.e., among the educated classes, and if you have been able to make it clear that what Americans call "hot air" is unacceptable currency—the Germans will admit that perhaps the landing of a German army corps or two in Great Britain might, owing to unforeseen difficulties, have to be temporarily postponed; "but," he will invariably add, "they can never throw us out of Belgium. And with the present swift development of aircraft England is becoming less and less an island."

Can Sit Tight.

Another argument used in demonstrating that Germany cannot lose is, "We have one-seventh of France—the best part—and practically all of Belgium. What more do we need? We can sit tight there. Every yard of ground is strongly fortified, stronger than it ever was before. Let the Allies try to turn us out! They cannot do it."

Hindenburg is a demi-god in Germany today. He is hailed as the deliverer of East Prussia, and every man has the fullest confidence in his genius and his ability to cope with the Russians. It is believed in usually well-informed quarters that the Russian offensive against Germany is practically broken. Many are clamouring for Hindenburg to be sent to the West, that the position there may be improved by the employment of the real "Hindenburg tactics."

Most people believe that Russia will soon be ready for peace. Russia eliminated, the two other Allies will be dealt with finally. These ideas are not, as you might think, those of the "Stammisch" (club-table) strategist, but of serious-minded Germans, who follow events from day to day with the greatest care. All eyes are directed towards the West. "The hated English must be held in check at any cost." There is not a General Staff officer who does not admit that Germany has greatly under-rated the strength and efficiency of the British Army—her usual go on to insist that she has over-rated the strength of the British Navy.

Germany and Journalists.

If one believed all one heard, Germany to-day would seem to be the very paradise of journalists. "You can go anywhere you like in Germany," I was told in Rome. What really happens? After your arrival in Berlin, you must present yourself, at the Foreign Office, to Excellency von Mumm, a suave official, speaking perfect English, rather like Lord Haldane in appearance. He looks over your credentials, and then asks you what he can do for you. You state your case. Someone I know very well put it in this way: "Your Excellency, I have come here to do something for Germany. Your papers have been complaining about the false reports appearing in the European and American press about Germans and Germany. I come to offer myself as a medium for spreading the truth abroad." His Excellency, to do him justice, accepted this sporting proposition in the spirit it was made.

The Spread of Knowledge.

But that is the exception. Let us turn to the usual procedure. Before you can go anywhere or see anything as a journalist you have to graduate. That takes, as a rule, from two to three months (unless you subscribe to the Graft Association (Unlimited) with headquarters at the Hotel Adlon, of which more later). During that time you are "on approval"; you have to show beyond any doubt on which side of the fence you are. You are American perhaps, say, or Italian. You are therefore neutral. "No, sir," as the farmer said when he saw a giraffe for the first time, "there is no such animal." "Neutral" carries no weight in Berlin. "Who is not with us is against us." Let me state here that I did not graduate.

The Way to Ingratiate.

The quickest way to ingratiate yourself with Germans is to tell hair-raising tales of the state of things in London. If you have not been there since the war began—as I know was the case with several foreign journalists who have had much to say on conditions there—so much the better. Tell them, for instance, if you want to be popular, about the air-ship panic! "Zeppelins!" you exclaim, "why, they have become a regular bogey in England! If the children are getting too noisy, the English mother just says 'Zeppelin!' and all is quiet. The very dogs in the street—which (you explain) are almost the only living things to be seen—at the mere noise of a motor-car engine run howling with their tails between their legs for cover." At such a statement you see a halo of grim satisfaction broaden about the German visage, and it encourages you to still higher flights. "After nightfall," you continue, "only the most vitally important business can induce a Londoner to leave his cellar. You are surprised? Why, did you not know that nobody lives in the houses any more? The excavation companies of England are the only ones that pay any dividends nowadays. London, my dear friends, has reverted to prehistoric days; it is a city of cave-dwellers."

England's "Dum-Dum Teas."

No German home is complete without a number of caricatures referring to England. One of the most popular is called, "Family life in England." It shows a number of women seated round a table and about sixteen children of various ages from two years up. With knives, scissors, files, kitchen utensils, and what not, they are working away at English rifle-bullets, transforming them into dum-dums. Underneath you read: "In England, too, the ladies at home are busy making 'Lovegifts' for their dear ones in the field." The professor whom you are visiting notes the interest you show in the drawing. "Clever, isn't it," he inquires proudly. "Very clever, very, very clever, indeed," you reply with alacrity. "And so artistic!" The artist has omitted only one person in the drawing—the baby. "When (never omit to add)—I am ashamed to say I ever was there" (you must never omit to add)—"I witnessed many scenes like this. They are having regular dum-dum teas there, and at the last one I attended—merely as an onlooker, of course—even the one-year-old baby was teething on a bullet!"

H.M. PATROL BOATS.

An Appreciation.

Through my library window writes a *Globe* correspondent I see in the dim distance away out at sea some ten or twelve miles of a trailing smudge of smoke. They are the patrol boats at work. There is no mistaking them. They are the most impudent-looking things on the sea. They sit the water at a most provocative angle, with their noses cocked up aggressively, sniffing danger and at the same time despising it. Broad beamed, high towed, a small fore-castle, a well-hold once used for fish, now for sailors' quarters and the gear used in their work; the wheel-house, conspicuous about of which is the covering of the engine room; aft is a small cabin in which the officers live—and you have a picture of the patrol boat.

In peace time these trawlers do the fishing, "their home is on the deep"—literally. There is a fore-mast and a stumpy mizzen upon which are hoisted the dark, deep brown sails, and somewhere floating above all is the White Ensign blackened with smoke. They keep the sea in all weathers. Neptune in all his fury has no terrors for the men who man these ships. Braver men cannot be found. Their life is devoid of most things that make existence tolerable to other people. They take hair-breadth escapes and face what looks like certain death as everyday matters of course that call for no further comment than "Ay, boy; 'twas a bit fresh—but there it is. I'm here, thank God." Their language has a strong flavour, a bit of smuggling never quite loses its attraction, and a wreck is regarded as their rightful heritage, but their character can bear many minor defects and still be grand.

Two men I knew were washed off one of these vessels, which presently sank. They managed to swim to a broken fish truck, sufficient to float one of them, but not two. "This ain't goin' to hold us both," shouted the younger man, "and I would rather face the Almighty than your missus and the kids without you. Good luck!" He threw up his hand as a signal of fare-well, and sank. England must remain mistress of the sea with such sons to draw upon. The blood of the old Viking rovers flows and throbs in their veins; they, as their forefathers, live by the sea; as babes they are lulled to sleep, some on its foam, all by its music. They understand its every whisper, read its humours, and profit by its warnings.

When the broad ocean shudders and leans heavily against the land, the true child of the sea knows what to expect, and acts accordingly. This is seamanship—intimacy with the sea. This is the seamanship that has made England great, and it means something more than a knowledge of navigation and a certificate in steam. These are the men who handle the patrol craft. They steal in and out of our harbours without a sound. A naval officer may be in command of one or of a small fleet. They are beautifully handled, and they are as keen on the enemy's submarines as on the enemy's surface ships.

All they do at sea must for the present be a secret. It is a great work. At the beginning of the war I made the suggestion that these craft should be asked to do the broom work in the North Sea, which would leave our ships of war free for other work. They have done the broom work well. The experiment was crowned with success. If we have peace and plenty in England it is largely due to the ceaseless patrol of these tiny vessels. Already many of these seafarers have been decorated by the King and rewarded by the Admiralty. To the Admiralty belongs the praise for their consummate tact in organising this service and for the good feeling existing among officers and men. The Grand Fleet remains the great mystery shrouded in the northern mists, but these little ships, moving ever in the troubled waters, know where to find them when there is work on hand for them to do. Sometimes a cruiser mothers a swarm of them. She talks to them all like a kind mother in a flutter of signalling flags. The children

DAIRY FARM NEWS.

BUTTER & CHEESE.

Owing to the abnormal prices ruling at present in Australia for Butter, and the rise in the price of Canadian Stilton Cheese, we have been compelled to advance our retail prices to the following:—

DAISY BUTTER	...	...	...	\$1.10 per lb.
DAIRYMAID	...	...	...	1.00 "
BUTTEROUP	...	...	...	.90 "
PASTRY	...	...	...	.80 "
CHEESE	...	...	...	.70 "

These prices have been approved by the Food Committee and came into force on 24th May, 1915.

LANGKAT OUTPUT.

June 1	...	Tons	205
" 2	...	"	313
" 3	...	"	322
" 4	...	"	208
" 5	...	"	287
" 6	...	"	320
" 7	...	"	299
" 8	...	"	319
" 9	...	"	293
" 10	...	"	280
" 11	...	"	337
" 12	...	"	287
" 13	...	"	258
" 14	...	"	301

Total to 14th inst. 4,214
Daily average 301

LANDSLIPS.

Four Chinese buried but Rescued.

At 12.45 this morning, the police and the members of the fire brigade were busy at Tai Hang where a landslide took place on the property of Mr. C. E. Warren. Four Chinese servants were partly buried, but they were rescued by the party in attendance. One of the Chinese had his arm broken by the safe falling on it. The men were removed to the hospital. The cause of the slip is, no doubt, the effect of the recent heavy rains. The police report that a retaining wall at Basilea Path has collapsed owing to the rains.

HARBOUR OFFENCES.

Before Commander C.W. Beckwith R.N., at the Marine Court this morning Lt. Commander Davey R.N.R., Assistant Harbour Master, charged Y. Nakano, master of s.s. Niesho Maru, with unlawfully carrying passengers on board his vessel, without a passengers' certificate, in the harbour on the 12th inst. P. O. Frank Hare, on giving evidence, stated that at 7.45 a.m., on May 12th, he boarded the said vessel, and on searching, found under the bridge deck, twelve Chinese four children and one Japanese passenger, the ship having been cleared at the Harbour Office, with no passengers. Defendant said that he was informed by the charterers that there were no passengers. His Worship found defendant guilty, and fined him \$50 or in default seven days.

answer back, and the quiver of excitement is manifest; this is an aristocrat of war and they are the rusty, salt-crusted nuisances of the North Sea, for so they have been called, and their crews serve for awful examples in the professional charity-monger's tract. But the men of the Royal Navy respect and appreciate their brethren of the sea; and there is between them the alliance of simple brave men. Tons of tracts come on board and are shot through the ash-heap, and men of the R.N. and the Patrol Fleet alike wonder whether these religious cranks ashore really believe their own mendacious fables about "poor Jack." These men of H.M. Patrol Service know nothing of strikes, smile at long hours, laugh at dangers, commit politicians to blazes, and keep the seas for England.

TO-DAY'S ADVERTISEMENTS.

TO LET.

TO LET AT PEAK.—Well furnished 5 roomed house, 3 bathrooms, self-heating dust proof dry-room, large basement and servants quarters.—Apply 95, c/o "Hongkong Telegraph."

NOTICE.

The Office of Chinese Maritime Customs for Kowloon and District will be closed to public business on the 17th instant (5th day, 5th moon), being the date of the Summer Holiday.
E. GORDON LOWDER,
Commissioner of Chinese Customs.
York Buildings,
Hongkong, 14th June, 1915.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE, COLOMBO and STRAITS.

THE Company's Steamship

"KASHIMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods will be carried on unless instructions are given to the contrary before noon, today.

Goods not cleared by the 20th June, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday & Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
NIPPON YUSEN KAISHA,
Agents.
Hongkong, 14th June, 1915.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ITOTA."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge of the vessel will be landed at once, at consignees' risk and expense. Cargo remaining on board at noon, after the 17th instant, will be landed at consignees' risk and expense. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & CO., LTD.
Agents.
Hongkong, 15th June, 1915.

Summit

SOFT FINISH
PLEATED FRONT

DRESS SHIRTS

IN ORDINARY OR
COAT OUT STYLE

\$4.00 each 6 for \$22.00.

MACKINTOSH & CO., LTD.

Men's Wear Specialists.
16 DES VŒUX ROAD.

WM. POWELL, LTD.

TELEPHONE 346.

FURNISHING FABRICS

INCLUDING

GRETONNES, CASEMENT CLOTHS, LINENS,
VELVETS, TAPESTRIES, MUSLINS,
LACE CURTAINS.

SAMPLES ON APPLICATION.

J. ULLMANN & Co.

The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS' we are LEADING in the East.

COLLARD & COLLARD'S

RENOWNED PIANOS

BRITISH MADE THROUGHOUT

Eight of which have been supplied to the
S.S. "AQUITANIA."

(BRITAIN'S LARGEST LINER).

NEW MODELS JUST ARRIVED.

ANDERSON MUSIC Co., Ltd.

6, DES VŒUX ROAD.

TEL: 1322.

"King George IV"

Whisky

THE "TOP NOTCH" OF SCOTCH.



THE DISTILLERS COMPANY, LIMITED,
EDINBURGH.

SOLE AGENTS

BANDE, PRICE & CO., LTD.

Tel. No. 135. 6, Queen's Road Central, Hongkong.

SHIPPING

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.Head Office for the Far East:—16, DES VŒUX ROAD, HONG-
KONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA:
32, Water Street. MANILA: Manila Hotel.TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP
LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and
CASHED.Cook's "FAR EASTERN TRAVELLER'S GAZETTE" con-
taining sailings and fares from the Far East to all parts of the
World, will be forwarded free, on application.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	16th June.	20th June.
TAIYUAN	9th July.	14th July.

These steamers are fitted with Refrigerating machinery, ensur-
ing a plentiful supply of ice, fresh provisions etc., and have superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through for all Australian, New Zealand and Tas-
manian ports.

For Freight or Passage apply to

Butterfield & Swire.

Telephone No. 93.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

WESTWARD.

The S.S. "Itola," tons 5,257, Capt. Butler, will be despatched
for Singapore on the 19th June.The S.S. "Japan," tons 6,013, Capt. Seddon, will be despatched
for Singapore, Penang and Calcutta on the 19th June.The above steamers have excellent saloon accommodations for
passengers and are fitted with all modern conveniences and carry a
duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, June 12, 1915.

Agents.

HONGKONG, CANTON, MACAO & WEST
RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON and MACAO
STEAMBOAT Co., Ltd. and CHINA NAVIGATION Co., Ltd.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.
TUESDAY, 15th JUNE.

10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

WEDNESDAY, 16th JUNE.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

Single Fare by Night Steamer.....	\$ 6.00
Return Fare by Night (available also for Return by day Steamer)....	10.00
Single Fare by Day Steamer.....	4.00
Return Fare by Day Steamer.....	8.00

HONGKONG-MACAO LINE.

s.s. Sui Tai, tons 1,651 | s.s. Taishan, tons 2,006
HONGKONG TO MACAO.Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok
Street Wharf. Sundays at 9 a.m. and 1 p.m. from the Company's
Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 20th JUNE.

The Company's Steamship TAISHAN
will depart from the COMPANY'S WING LOK STREET WHARF
at 9 a.m. and return from Macao at 3 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday at 7.30
a.m., and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.
REDUCED FARES 2nd CLASS and DECK.

CANTON-MACAO LINE.

s.s. SUI AN.

Departures from Macao to Canton on Monday, Wednesday and Friday at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 p.m.JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., THE CHINA
NAVIGATION CO., LTD., & THE INDO-CHINA
STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

[s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednes-
day and Friday, at about 9 a.m., and the other leaves Wuchow for Canton on the
same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI.
These vessels have superior Cabin accommodation and are lighted throughout by
electricity. Electric fan in each Cabin.Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (First Floor),
Opposite the Blake Pier.

SHIPPING

JIPPOON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	\$Hirano Maru Capt. Fraser \$Kalori Maru Capt. B. Kon	T. 16,000 {THUR., 17th June at noon. T. 20,000 {THURS., 1st July, at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shang- hai, Moji, Kobe, Yokkaichi, and Yokohama	\$Aki Maru Capt. Noma \$Tamba Maru Capt. Nagasawa	T. 12,500 {TUES., 15th June at 4 p.m. T. 12,500 {TUES., 29th June, at 4 p.m.
SYDNEY & MEL- BOURNE, via Manila, Thurs- day Island, Townsville and Brisbane	\$Tango Maru Capt. K. Soyeda \$Nikko Maru Capt. Takeda	T. 13,500 {TUES., 15th June at 4 p.m. T. 9,600 {FRI., 18th July at 4 p.m.
CALCUTTA via S'pore, Penang & Rangoon	Tosa Maru Capt. Takano	T. 12,000 {WEDNES., 16th June.
BOMBAY via Singa- pore, Malacca and Colombo	Kirin Maru Capt. Susaki	T. 8,000 {MONDAY, 21st June.
KOBE & Yokohama	Ceylon Maru Capt. Shinohara Bombay Maru Capt. Ohia	T. 10,000 {FRIDAY, 18th June. T. 8,000 {FRIDAY, 25th June.
SHANGHAI, Moji & Kobe		
NAGASAKI, Kobe & Yokohama		
SHANGHAI, Kobe and Yokohama ...		

† Omitting Keelung.

† Fitted with wireless telegraphy.
PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
Hirano Maru	16,000 tons	Thursday 17th June
Kalori "	20,000 "	" 1st July
Kamo "	16,000 "	" 15th July
Kashima "	20,000 "	" 29th July

FOR AMERICA.

Aki Maru	12,500 tons	Tuesday, 15th June
Tamba "	12,500 "	" 29th June
Yokohama "	12,500 "	Thursday 8th July
Sado "	12,500 "	Tuesday 27th July
Awa "	12,500 "	Tuesday 10th August

For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamers To Sail.

SHANGHAI.....Yingchow17th June at 4 p.m.
MANILA, CEBU & ILOILO...Chinhua22nd June at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming,"
and "Teian." Excellent saloon accommodation amidstships; electric
fans fitted; extra staterooms on deck aft on "Taming" & "Teian."SHANGHAI LINE.—The Twin Screw steamers "Anhui"
and "Chenan" and the S.S. "Kanchow," "Liangchow,"
"Luchow" and "Yingchow" having excellent accommodation,
with Electric Light throughout and Electric Fans in the
State-rooms and Dining Saloon, maintain a fast schedule service
between Canton, Hongkong and Shanghai, leaving Hongkong
for Shanghai direct every Tuesday, Thursday and Sunday, taking
Cargo on through Bills of Lading to all Yangtze and Northern
China Ports.These steamers land passengers in Shanghai, avoiding the
inconvenience of trans-shipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong 15th June, 1915.

Agents.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tjilini	JAVA	14th June	JAVA	17th June
Tjitaroemx	JAVA	24th June	JAVA	2nd half June
Tjilpanas	JAVA	24th June	JAVA	25th June
Tjilatjap	JAPAN	2nd July	JAVA	3rd July

* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers. All
steamers carry a duly qualified surgeon. Cargo taken at through
rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the.

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

[15]

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Tons & Speed	Leaves Hongkong
Tenyo Maru	22,000 - 21 knots	Tuesday, 29th June, at noon.	
Chiyo Maru	22,000 - 21 knots	Tuesday, 24th Aug., at noon.	
First Class to London.....	£71.10.	Return (6 months) £120.	
First Class to New York.....	£60.	" " £96.10.	
" " " San Francisco	£45.	" " £68.	

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSION-
ARIES etc.
ROUND THE WORLD Tickets issued in Connection with all the Principal
Mail lines and the Trans-Siberian Railway.
Passengers may travel by Railway between ports of call in Japan free of
charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ
PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-
ANDAN ROUTE TO BUENOS AIRES, ETC.

Kiyo Maru 17,200 - 15 knots Saturday, 10th July.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St. Albans		22nd June at 11 a.m.
Empire	24th June	17th July "
Eastern	15th July	9th Aug. "
Aldenhams	2nd Aug.	23rd Aug. "

The above Steamers are fitted with Refrigerating Machinery, ensur-
ing a plentiful supply of Ice, Fresh Provisions, etc., and are
lighted throughout with Electricity. All State-Rooms have Electric
Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the
Coast, having splendid Accommodation for First-Class Passengers
Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haimun	A. H. Stewart	15th June at 2.30 p.m.
Haitan	J. W. Evans	18th June at 2.30 p.m.
Haiching	W. O. Passmore	22nd June at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near

Blake Pier.

For Freight and Passage, apply to

Douglas Lapralck & Co.,
General Managers.

LOG BOOK.

Chinwangtao's Record:
The record so far for Chinwan-
tao loading steamers with coal
was reached one day last month,
says the China Critic, when four
steamers were loaded with 8,200
tons in fifteen hours. With the
extension of the pier and the
deepening of the harbour to 25ft.
at low water, both now in pro-
gress, the Kailan Mining Admin-
istration hopes to be able to coal
10,000 tons in a day's work.New P. and O. Ship.
The new steamship Kalyan has
been completed for the Peninsular
and Oriental Company at the yard
of Messrs. Cammell, Laird and
Co., Birkenhead, and has left
London for Bombay with the In-
dian mail. This vessel is the
sixth and last to be delivered of
the new class of 9,000-ton cargo
and passenger steamers known
as the "K" class, designed more
especially to reinforce the P. and
O. Company's services to Calcutta
and to the Straits, China and
Japan.Ship-Building in Norway.
In Norway more steamers are
being built than ever before.
Nearly all the vessels are between
1,800 and 3,000 tons. Prices for
vessels have advanced nearly 50
per cent since the autumn. At
the Fredrikstad works, the
largest yard in Norway, twenty-
one steamers are being built.
Altogether 102 steamers of about
220,000 tons are being built,
their value being about 44,000,
000 crowns. A number of these
vessels have been ordered abroad,
especially in Sweden and
Denmark.New Wharf at Shanghai.
From the Main Wharf to the
Kungyi Wharf at Nantao, says
the North China Daily News the
Office of Works and Taxes has
been busy constructing a steam-
ship wharf. On May 24, Mr. Yu
Yaching, Mr. Nicolas Iau and
some others held a conference at
the Chinese Chamber of Com-
merce on this subject. They
decided first to construct a wharf
large enough to accommodate
seven large steamships at one
time. When business is develop-
ed more wharves are to be con-
structed southward until the
Arsenal is reached.Insurance.
The Board of Trade makes the
following announcement:—"The
experience of the first month's
working of the scheme lately in-
troduced by the Board of Trade
for the insurance by masters,
officers and seamen of the British
mercantile marine of their effects
against war risks has been very
satisfactory. For the purpose of
extending more rapidly the
benefits of the scheme the Board
is now prepared to make a large
reduction in the rates of premium
charged. It has accordingly been
decided that the rates of premium
(varying from 2s. to 2s. according
to the rank of the seaman and the
value insured), which have hith-
erto covered losses for six
months, shall in future cover the
period of a year. All policies
already issued for six months will
be valid for a year from the date
of issue.Rise in Value of Tonnage.
There has been a remarkable
rise in the value of shipping ton-
nage. A cargo steamer of 3,900
tons was built in 1905 at a cost
of £31,750, and has just been
sold for £46,500, or £14,750 more
than her original cost 10 years
ago. Her value for insurance in
the State scheme was only
£20,320, since the Government
valuation is arrived at after deduct-
ing from the cost depreciation at
the rate of 4 per cent. for each year
of age. Even now, with the addi-
tion of 20 per cent. permitted on
values, she would only be rated
under the Government scheme at
£24,380. That leaves £22,120 as
the difference between the price
actually paid for the ship and the
Government valuation. A further
example is a steamer of nearly
3,000 tons, built in 1899 and sold
in May of last year for £14,500;
in August for £18,000; in No-
vember for £20,000; and early
this year for £25,000, an appreci-
ation within 12 months of more
than 70 per cent. L. and C.
Express.Oysters, Fresh, Fried or Stewed
Findon, Haddock, Kippers, &c.
ALEXANDRA CAFF.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
W'wei & Tientsin	Chipshing	Wed., 16th June at d'light
SHANGHAI	Kwongsang	Fri., 18th June at d'light
MANILA	Loongsang	Sat., 19th June at 3 p.m.
HOIHOW & Haiphong	Loksang	Sun., 20th June at 7 a.m.
SHANGHAI	Hongsang	Thur., 24th June at d'light
Y'HAMA, Kobe & Moji	Yatsing	Fri., 25th June at d'light
MANILA	Yuensang	Sat., 26th June at 3 p.m.
S'HAL, Moji & Kobe	Fooksang	Thur., 1st July at d'light
BANDAKAN	Hinsang	Fri., 2nd July at d'light

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang," leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class

Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dulny, Weihaiwei.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"SHIRE" LINE SERVICE—HOMEWARD.

For	Steamer	Date of Departure
-----	---------	-------------------

LONDON Monmouthshire End of June.

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER,

SEATTLE, TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular

intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215. Agents.

THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGE-MASTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.GRAVING DOCK 787' x 88' x 34' 6"
Pumps empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

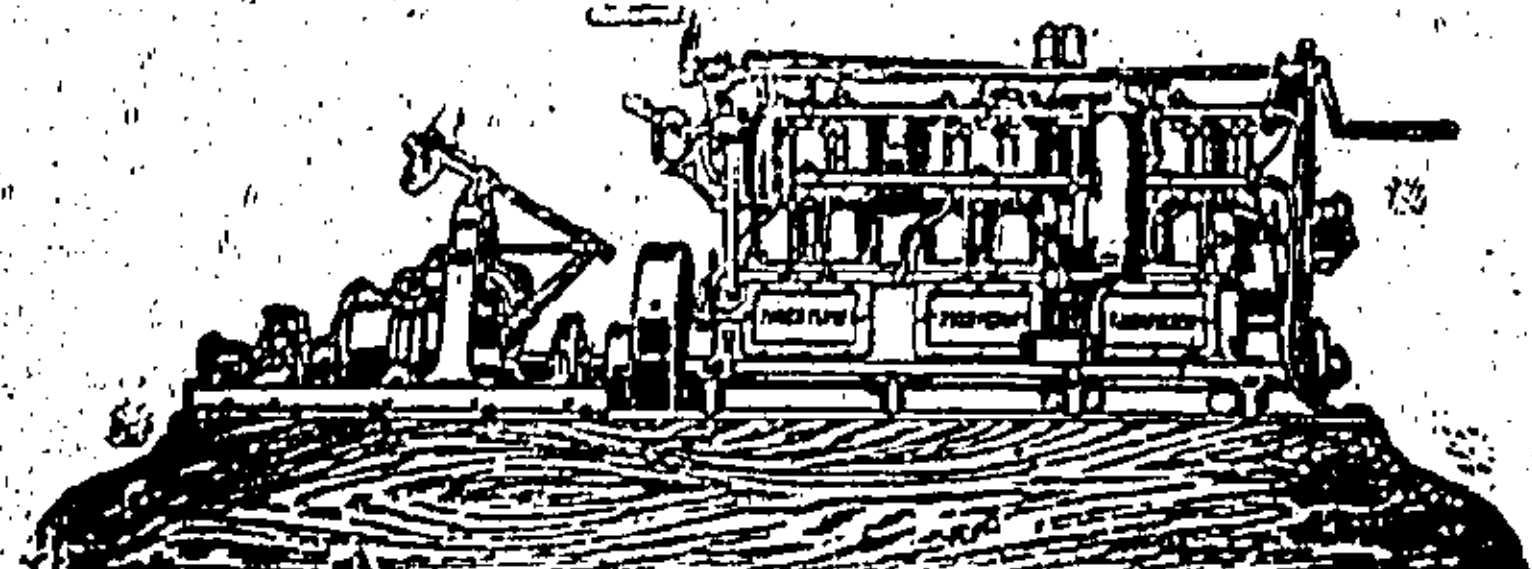
AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

As supplied to the British Admiralty & War Office.



C.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOO DOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'los, L'don via S'pore etc.	Hirano M.	N. Y. K.	17, June
London via Usual Ports of Call	Malta	P. & O.	19, June
London	Monshire	J. M. Co.	19, June
London & Liverpool	Netherby Hall	B. L. L.	24, June
L'don, S'pore, via P'ang, G'bo, &c. Karmala		P. & O.	7, July

NEW YORK, SAN FRANCISCO AND CANADA.

San F'co via S'hai & Japan &c.	China	P. M. Co.	15, June
San F'co via Manila & Japan &c.	Manchuria	P. M. Co.	22, June
Delagoa Bay, D'ban, E. L'don &c.	Kathiawar	B. L.	23, June
New York via Panama	Walton Hall	B. L. L.	8, July
South A'ca Ports expect Man'lo	Kiyo M.	T. K. K.	10, July
San F'co via M'la & Japan &c.	Nippon M.	T. K. K.	13, July
San F'co via S'hai & Japan &c.	Mongolia	P. M. Co.	20, July
New York via Suez Canal	Saint Ronald	D. & Co.	E. in July
San F'co via S'hai & Japan &c. Persia		P. M. Co.	3, Aug.

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	15, June
Australian Ports	Changsha	B. & S.	21, June
Australian Ports	St. Alban	G. L. Co.	22, June

SINGAPORE, COAST PORTS AND JAPAN.

Manila, Cebu and Iloilo	Teau	B. & S.	15, June
Swatow, Amoy & Foochow	Haimwa	D. L. Co.	15, June
Weissaiwei and Tientsin	Chipshing	J. M. Co.	16, June
S'pore, P'ang, R'gon & Calcutta	Tosa M.	N. Y. K.	16, June
Swatow, Amoy & Foochow	Haitan	D. L. Co.	16, June
Manila	Loongsang	J. M. Co.	19, June
Shanghai, Y'hama, Kobe & Moji	Itola	D. S. Co.	20, June
Singapore, Penang & Calcutta	Japan	D. S. Co.	20, June
Swatow, Amoy & Foochow	Haiching	D. L. Co.	22, June
Singapore, Mauritius & South			
African Ports	Salamis	B. L. L.	25, June
S'hai, Moji, Kobe and Yokohama	Kashgar	P. & O.	25, June
Shanghai, Moji & Kobe	Bombay M.	N. Y. K.	25, June
Shanghai	Tjipanas	J.C.J. L.	Q. desp.
Shanghai	Tjitarom	J.C.J. L.	Q. desp.
Shanghai	Tjikembang	J.C.J. L.	Q. desp.
Japan	Tjilatjap	J.C.J. L.	Q. desp.
Shanghai	Tjimanoeok	J.C.J. L.	Q. desp.
Shanghai	Tjibodas	J.C.J. L.	Q. desp.

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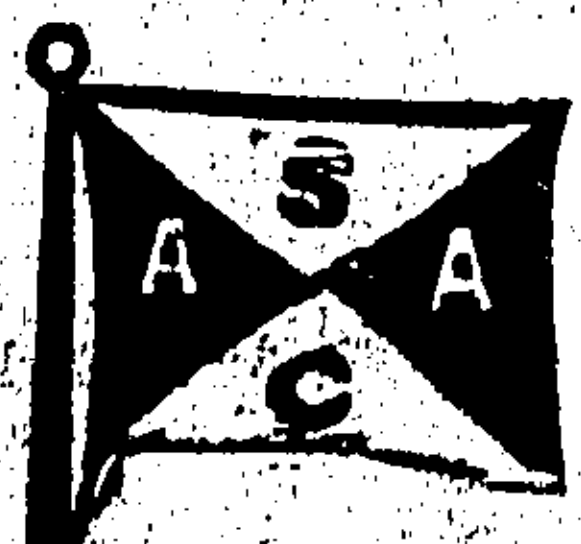
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MOVEMENTS OF
STEAMERS.

AUSTRALIAN MAIL.

The Australian Oriental Line s.s. OHANGSHA left Manila for Hongkong direct on the 13th inst., and may be expected to arrive on the 16th inst.

AMERICAN MAIL.

The P.M. s.s. CHINA will be despatched from this port on Tuesday, June 15, at noon, for San Francisco via Manila, Nagasaki, Kobe, Yokohama & Honolulu. The P.M. s.s. MANCHURIA will sail from Manila in the afternoon of the 14th inst., making her due to reach Hongkong on Wednesday morning, the 16th inst.

CANADIAN MAIL.

The C. P. R. s.s. MONTAGLE left Vancouver B.C. on the 2nd June, p.m.

ENGLISH MAIL.

The P. & O. s.s. SARDINIA left Singapore for this port on the 13th inst., morning with the outward English Mail, and is due here on the 16th inst., about 6 a.m.

MERCHANT STEAMERS.

The S.L. s.s. MERIONETHSHIRE from London is due at Hongkong on the 25th June.

The S. L. s.s. RADNORSHIRE from London is due at Hongkong on the 12th July.

The I. L. s.s. INDRASANUTA from Vladivostok for Shanghai is due at Hongkong and July, leaves for New York on the 30th May and may be expected here on or about the 15th June.

The s.s. ITOLA sailed from Calcutta on the 30th May and may be expected here on or about the 15th inst.

The s.s. JAPAN from Shanghai and Kobe left Moji this morning and may be expected here on or about the 15th inst.

VESSELS IN PORT.

Steamers.

Tjipanas, Dut. s.s. 5,030, A. de Laage, 6th inst.—Java, Sugar—J.C.J.L.

Anamba, Br. s.s. 1,150, H. E. Hill, 7th inst.—Malta, 2nd inst., Ballast—A.

P. & Co.

Chien, Am. s.s. 3,166, H. Thompson, 8th inst.—Manila, 6th inst. Gen.—

M. & Co.

Mituki Maru, Jap. s.s. 2,763, P. Nakamura, 8th inst. Penang, 31st ult., Gen.—D. & Co.

Ranella, Br. s.s. 3,496, J. T. Welsh, 8th inst.—Newchwang, 1st inst., Ballast

—A. P. & Co.

Annar, Norw. s.s. 1,017, T. Odine, 8th inst.—Bangkok, 1st inst. Gen.—T. &

Co.

Suisang, Br. s.s. 1,776, H. Simpson, 8th inst. Singapore, 2nd inst. Gen.—

J. M. & Co.

Teau, Br. s.s. 1,561, Trowbridge, 11th inst.—Philippine, 8th inst. General—

B. & S.

Luch, w. Br. s.s. 1,238, D. R. Davies, 10th inst.—Shanghai, General—B. &

S.

Hopang, Br. s.s. 1,352, C. A. Robertson, 11th inst.—Bangkok, 4th inst. General—

Rice—J. M. & Co.

Sinkiang, Br. s.s. 1,616, C. O. Williams, 11th inst.—Shanghai, 8th inst. General—

B. & S.

Taipei Maru, Jap. s.s. 2,123, J. Harauchi, 13th inst.—Dairen, Gen.—M. Co.

Hue, Fr. s.s. 703, Cornelissen, 14th inst.—Hollow, 12th inst. Sugar—

Marty.

Taiwan Maru, Jap. s.s. 1,145, 13th inst.—Taurona, 10th inst. Gen.—D. and

Co.

Fukura Maru, Jap. s.s. 1,929, T. Okagaki, 13th inst.—Moji, 7th inst. Coal—

M.B.G.K.

Heinrich, Chinese s.s. 1,428, Munro, 14th inst.—Tientsin, 7th inst. General—

C.M.B.N. Co.

Yingchow, Br. s.s. 1,321, Jones, 15th inst.—Shanghai, 9th inst. General—

B. & S.

Nisalo Maru, Jap. s.s. Y. Nakano, 14th inst.—Bangkok, 5th inst. Rice—

Chinese.

Fooloo, Chinese s.s. 853, B. Miyao, 14th inst.—Wai-hai-wei, 7th inst. General—

Chinese.

Tonglo, Chinese Br. s.s. 885, M. Honda, 14th inst.—Bangkok, 18th inst. Gen.—

Chinese.

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No. 3 Dock, Kowloon	252'	60' 6"	11'	7' 6"	
Patent Slip, No. 1 Kowloon	182'	60'	11'	7' 6"	
Patent Slip, No. 2 Kowloon	182'	60'	11'	7' 6"	
SAIKOKESTUI					
Commercial Dock	464'	65'	60'	7' 6"	
ABERDEEN					
Harbour Dock	430'	64'	13'	7'	
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THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, TUESDAY, JUNE 15, 1915.

THE LUSITANIA.

WHAT FRANCE AND AMERICA THINK.

STATEMENT THAT LINER WOULD BE SUNK ON MAY 7.

Washington, May 8.—The loss of life on the Lusitania has shocked the officials here and profoundly grieved the national capital, although it is not known how many Americans are dead. The opinion is general that the most serious situation has arisen since the war. President Wilson's "strict accountability" note has focused attention to the White House, where Mr. Wilson until late last night read despatches, but made no comment. Mr. Bryan, Mr. Lansing, Councillor at the State Department, and many Senators and Congressmen were also up late waiting definite news. The disposition of high officials is to await the British Admiralty report.

Although Congress is not in session Mr. Stone, the Chairman, and other members of the Foreign Relations Committee are here, and it is expected that Mr. Wilson will consult them before he decides on his policy.

Psychological Effect.

The sinking of the liner has brought to light an interesting story of repeated threats and warnings reaching high officials several days before the plan of the German Admiralty to sink the Lusitania for the psychological effect it would have on Great Britain, and the terror it would spread among ocean-travellers generally. Information gathered in official and diplomatic quarters confirms the belief that the plan of destruction was made several weeks ago and that the German Embassy was instructed to advertise a warning to passengers travelling by belligerent ships and also that anonymous warnings were sent to individuals intending to sail in the Lusitania. Most significant of all were the letters received in Washington from officials in Germany by private persons stating that the Lusitania would surely be destroyed. One official was told with much positiveness early yesterday that Friday was fixed for the destruction of the Lusitania.—Reuter.

Roosevelt and Reprisals.

Syracuse, New York, May 8.—Mr. Roosevelt, commenting on the Lusitania outrage, said: "These deeds by no rule of international law can be regarded otherwise than as pure piracy." Mr. Roosevelt added: "This represents not merely piracy, but piracy on a vaster scale of murder than any old time pirate ever practised. This is the warfare which destroyed Louvain and Dinant, and hundreds of men, women, and children in Belgium. It is warfare against innocent men, women, and children travelling on the ocean, and to our fellow-countrymen and women who are among the sufferers it seems inconceivable that we can refrain from taking action in this matter, for we owe it not only to humanity but to our own national self-respect."—Reuter.

"Protest of the Civilised World. The Parisian Press is strongly indignant over the torpedoing of the Lusitania. Nothing is yet known here regarding the number of passengers saved."

The *Petit Parisien* says: "This is an act of supreme cruelty which surpasses all that has been previously perpetrated by the German marines. The time of chastisement will come."

The *Petit Journal* says: "For the bandits in the North Sea, the torpedoing of the Lusitania will be considered a glorious victory."

The *Echo de Paris* says the note of Count Bernstorff is a proof of German cynicism and premeditation. This ambush, in which the pirates ran not the slightest risk, has succeeded. It will naturally have no effect whatever on the progress of hostilities. The ineluctable souvenir will recall to every civilised nation that Germany must be crushed.

The *Main* states that the sinking of the Lusitania forms, with the bombing of Louvain and the bombardment of Rheims, a kind of monstrous triptych. "The Germans have filled their cup to the brim. We cannot conceive anything for our part beyond the sentiments of hatred with which this infamous enemy has already inspired us, but the whole world now knows as we do what he is and what he is capable of doing, and Germany now finds herself accursed of civilised nations."—*Exchange.*

The *Figaro* says: "Low as Germany had fallen, no one could have imagined that she would carry her infamy so far as to put into execution the threat uttered against the Lusitania. One might have thought she would hesitate before committing this stupid outrage, and thus urging to its last limits the indignation of the American people. But we paid too much honour to Germany in believing her susceptible, if not of humanity, at least of common intelligence."

The *Gaulois* says: "It may be presumed that the Washington Government will make energetic representations in Berlin against this act of piracy, which has caused throughout the world an universal cry of horror."

Denmark.

Copenhagen, May 8.—Telegrams of the news of the torpedoing of the Lusitania were received here last night, and made a perfectly paralysing impression. The papers state this morning that this latest torpedo shot will be very expensive for Germany in more than one respect. Scandinavian passengers are believed to have been on board.—*Exchange.*

Holland.

Amsterdam, 8.—The Dutch Press is indignant over the sinking of the Lusitania.

The *Telegraaf* states: "Only a joint protest from the whole of the civilised world can be a worthy reply to this new crime, which places Germany once and for all outside the zone of civilisation."

The *Nieuws Van Den Dag* states that hitherto the unthinkable Germans have given the impression that they would like out of cold blood to manufacture another Titanic disaster, but this is what has now taken place off the Irish coast."

The *Echo Belge* says: "What will America say now that the infamous threat to sink the great liner has been fulfilled with unprecedented savagery?"

The pre-German papers at The Hague do not make any comment on the outrage. A feeling of horror is certainly felt throughout Holland, where extraordinary interest is displayed as to the attitude America will take on the subject.—*Exchange.*

In the House.

London, May 10.—Mr. Winston Churchill, said in the House of Commons this afternoon that Captain Turner, of the Lusitania, had acknowledged receipt of messages from the Admiralty giving him warning and directions for the course he was to take. "The Admiralty had general knowledge of the German warning issued in America," Mr. Churchill declared, "and from that knowledge and other information concerning submarine movements it sent warnings to the Lusitania and directions as to her course."

"I think, however, it not right to go into that matter in detail, as it is going to be a subject of inquiry, and it might appear that I was endeavouring to throw blame on the captain of the Lusitania in a matter which will be a subject of full investigation."

Andrew Bonar Law, leader of the opposition, voiced his sentiments on the disaster, also in the commons.

"This is not an act of warfare," Mr. Bonar Law said. "It is simply murder, most foul, most unnatural."

Saying that up to the present no "effort to protect" had been made by any neutral country, he added:

What will happen now? The great proud nation—the United States—is the neutral country most closely affected by this latest outrage. The simple fact is that citizens of that great country have been barbarously murdered. It is not for me to say what their action ought to be; but I feel sure the United States will be guided not merely by the monetary influence of the country, but by feelings as to what is due to a great nation and the other nations of the world.

Mr. Law asked Mr. Churchill if any answer had been received from the captain of the Lusitania showing that the admiralty instruction to the liner had come to his hand. Mr. Churchill replied that both messages had been acknowledged. The second acknowledgment came a very short time before the attack was made.

Lord Charles Bessford then inquired if Premier Asquith had received his letter of April 15, warning him of the peril that had met the Lusitania and that whether this warning had gone unheeded. Mr. Churchill answered that Premier Asquith had handed him Lord Bessford's letter and that it had been carefully studied at the admiralty. So far from being unheeded, a great many of the measures recommended already had been adopted on the largest possible scale.

Mr. Churchill said that a Board of Trade inquiry will be held to determine the circumstances attending the loss of the Lusitania.

"In the meantime it is premature to discuss the matter," he continued. "But I must make it plain that in no circumstances will it be possible to make public the naval dispositions for patrolling our coast. Our resources do not enable us to provide destroyer escorts for mail and passenger ships."

Continuing, Mr. Churchill said this investigation would be conducted by Lord Mersey, assisted by skilled assessors, and that it would be opened without avoidable delay. Mr. Churchill's remarks were drawn by questions from Lord Bessford and others asking for details as to what speed the Lusitania was making when she was torpedoed; whether there was a patrol boat in that locality; whether all points where vessels arrive and depart are now adequately patrolled; what provisions were made in the case of the Lusitania in view of the warning issued in America; whether Mr. Churchill was aware that previously to last Friday German submarines had for some time been actively at work

on the south coast of Ireland; whether he was aware that the Admiralty had provided torpedo-boat destroyers and other naval vessels to meet on the south coast of Ireland, steamers carrying horses from the United States on government account to convey them to Liverpool, and finally, what arrangements, if any, were made to convoy and protect the Lusitania?

Mr. Churchill, replying to further questions, spoke as follows: "The shocking exception of the Lusitania should not divert the attention of the House of Commons and the country from the fact that Great Britain's entire seaport trade has been carried on without appreciable loss. The general principle regarding the providing of an escort is that merchant traffic must look after itself, subject to the general arrangements of the Admiralty and there is no reason to suppose that this principle is not entirely successful."

Asked if the German submarine which sank the Lusitania was of a larger type than anything known prior to April 14, Mr. Churchill replied: "I have no knowledge of the size or number of this submarine."

Questioned regarding a letter sent to the Admiralty ten days ago giving information concerning the supposed type of this submarine, Mr. Churchill said the information contained in this communication was wholly untrue, and that the facts which had given rise to the supposition were known to the Admiralty.

Premier Asquith, in response to a question from William Llewellyn Williams, who said that the British government should officially bring to the notice of the nation's signatory to The Hague convention "the gross and repeated breaches of the convention by Germany," made this statement, also in the commons:

"This war was begun by Germany with a flagrant breach of a treaty, and it has been carried on with a progressive disregard of convention and of previously accepted rules of warfare."

"The facts are universally known and there is no object in approaching neutral governments and until the latter are prepared to take some action in the matter. We trust that neutral nations are growingly realising that the issues involved in this war affect the whole civilised world and the future of humanity."

Germany Grieves. Berlin, May 10.—The following despatch has been sent by the German foreign office to the German Embassy at Washington:

"Please communicate the following to the state department: 'The German government desires to express its deepest sympathy at the loss of lives on board the Lusitania. The responsibility rests, however, with the British government, which, through its plan of starving the civilian population of Germany, has forced Germany to resort to retaliatory measures.'"

"In spite of the German offer to stop the submarine war in case the starvation plan was given up, British merchant vessels are being generally armed with guns and have repeatedly tried to ram submarines, so that a previous search was impossible."

"They cannot therefore be treated as ordinary merchant vessels. A recent declaration made to the British parliament by the parliamentary secretary in answer to a question by Lord Charles Bessford, said that at the present virtually all British merchant vessels were armed and provided with hand grenades."

Besides, it has been openly admitted by the English press that the Lusitania on previous voyages repeatedly carried large quantities of war material. On the present voyage the Lusitania

HONGKONG VOLUNTEERS.

Corps Orders by Lieut-Col. A. Chapman V. D. yesterday are as follows:—

Resignation. Pte. P. H. Ratham is permitted to resign, dated 14. 6. 15.

Parades. Parades for Tuesday, 15th instant. 5.30 p.m. Nos. 1 & 2 Sections Artillery Battery, Centre & Left Sections M. G. Co. and Civil Service Co.—Company Drill & Skirmishing at Happy Valley. Members proceeding from Central District to fall in on road between Law Courts and City Hall at 5.15 p.m. and travel by special tram.

5.30 p.m. Right Section M.G. Co.—Squad drill and Skirmishing at Happy Valley. Fall in and proceed as above.

5.30 p.m. Scouts Company (except members on duty at Detention Camp on 14th and 15th inst.)—Squad drill and musketry exercises at Headquarters.

5.30 p.m. Signalling Section—Examination of 8 members (as detailed by Sgt. Major Blair) at Murray Battery.

5.30 p.m. Stretcher Bearer Section. Instruction at Headquarters. All members must attend.

Detail.

On duty at Headquarters H.K.V.R., on duty at Gun Club Hill, Kowloon H.K.V.R., at Kowloon Detention Camp, on duty to-night, Scouts Company. Officer on duty, Lieut. Weall, on duty to-morrow night, Scouts Company. Officer on duty, Lieut. Murphy. Orderly Officer, 2/Lieut. Bonner, H.K.V.R. Orderly Sergeant, Sergt. Hurley H.K.V.R. Corps.

Note.—Reference Corps Orders of 8.6.15 and 10.6.15, members of the Camp on duty at the Detention Camp, Kowloon, who live or work at Kowloon may parade at Hinghom Station at 6.50 p.m. instead of at the Star Ferry Wharf, Hongkong, at 6.20 p.m.

All others will assemble at the Star Ferry Wharf, Hongkong, at 6.20 p.m. and cross to Kowloon by the 6.25 p.m. ferry in charge of the Officer on duty.

POLICE RESERVE ORDERS.

Special Police Reserve orders issued to-day are as under:—

Parades. (Central Police Station). Tuesday, June 15.—Portuguese Company, Rifle Exercises under Chief Inspector, 5.30 p.m. No. 2 Platoon, British Company, Water Police Station, examination of candidates for N. O. rank.

Wednesday, June 16.—Chinese Company, Rifle Exercises and examination of candidates for promotion; also Indian Platoon, 5.30 p.m.

Thursday, June 17.—Parade of all N. O. Officers D. S. P. 5.30 p.m.

Friday, June 18.—No. 1 Platoon, British Company, with Service Rifles, 5.30 p.m.

"Devil's Own" Platoon Drill Cup. Training for this Competition will commence under Platoon Commanders on Monday next, June 21st.

Lectures on Police Duties. These will commence during the week beginning June 21, and will be held at the Magistracy.

carried 5,400 cases of ammunition while the rest of the cargo also consisted chiefly of contraband.

"If England, after repeated official and unofficial warnings, considered herself able to declare that that boat ran no risk, and thus light-heartedly assumed responsibility for the human life on board a steamer, which, owing to its armament and cargo, was liable to destruction, the German government, in spite of its heartfelt sympathy for the loss of American lives, cannot but regret that Americans felt more inclined to trust to English promises rather than to pay attention to the warnings from the German side."

"FOREIGN OFFICE."

BERNHARDI'S IN-ACCURACIES.

(Continued from page 1.)

and peace. Recognising the rights of others, did she not give up to Germany herself one of the most important positions of the North Sea? She certainly appreciated the strategic value of Heligoland; yet, feeling that she had no right to her neighbour's doorstep, she gave it up.

Moreover, we in the United States cannot forget that where strength is not needed for the furtherance of her just interests, modern England has been willing to be weak. She has more than kept her agreement limiting the naval force in the Great Lakes. To quote from John W. Foster's report to the President of the United States (1892): "The naval force of the United States on the Lakes is now and has been for many years confined to the single iron side-wheeler steamer Michigan." It does not appear that any British or Canadian vessels are now, or have been for many years, stationed on the Lakes. Let us mention, also, incidentally, that on land our relations with Canada have been as satisfactory as on the Lakes. There is no more glorious tribute to the ideals and the belief in one another's justice of two great nations than the thousands of miles on our northern frontier unsullied by fortresses.

German Naval Outrages.

But has it never occurred to the Germans that they are unwise to invite an examination of the conduct of navies? Their own navy is the last to stand an investigation. We in the United States have not forgotten with what insolence, second only to that of William II at Tangiers, their vice admiral, acting directly on the orders of the Kaiser, attempted to thwart Dewey at Manila. And in the present war can we forget what use they have made of the small force at their disposal? They have taken noncombatant lives by the score and they have sunk neutral shipping right and left, Dutch, Scandinavian, American, Drunk with the power of a few cruisers and their submarines, they have committed crimes unknown to England's world strength. In order that the crack German liner Kronprinzessin Cecilie might be brought from exposed Brest to the sheltered port of Boston, both France and England waived their right to insist that she keep within the three mile limit. Does this, perchance, remind one of the sinking by submarines of vessel upon vessel crowded with harmless passengers?

Von Bernhardt's account of the spirit now animating the Germans enjoys a signal distinction. It is perhaps the one passage in his article that agrees with the ideas expressed in his earlier writings. He is loud in his praise of the effects of the war upon the German people. Nevertheless, we may perhaps be excused for doubting his statements. Among other things, he says: "All the lower instincts seem to have disappeared; all the good and noble comes to the fore."

It has, of course, long been evident that our German-English dictionaries needed revision; that German words no longer mean what they did when we went to school. Yet making every allowance for the rapid regress of the German tongue, it is hard to apply the words which some time ago we translated by "good" and "noble" to the recent acts and attitude of the Kaiser's subjects.

We may ignore, for the present, the recent disclosures of the Belgian official committee, which found, in addition to the usual germania (pillage, arson, murder, etc.), with which we are already familiar, irrefutable cases of tortured prisoners. (See *Revue des Deux Mondes*, January 1, 1915.)

Let us take merely the order signed by General Stenger, by Oberleutnant Stoy and by Colonel Nubauer on August 26, 1914: "From this date on no prisoners shall be taken. Prisoners of every description shall be slain; the wounded, whether armed or unarmed, slain. Also prisoners in the larger o'ose formations shall be slain. Let there remain living no foe behind us."

Professor Badier's recent book shows conclusively that this order is authentic; and the diaries and letters found on the German soldiers prove without any doubt that the worst stories of cruelty do not exaggerate this "noble" attitude of the German military. An entry, for instance, made by Private Hassemer, of the VIII Corps, stationed at Somme, reads as follows: "September 3, 1914. An awful massacre. Village burned and the French thrown into the burning houses. The civilians all burned with the houses."

Then, last we should believe that the civilian population of Germany disavow such acts, let us read the following from a letter written by Subaltern Klemm, of the 15th Infantry Regiment, to the *Silesian Jaurches Tagblatt*, and which that honourable paper entitles "A Day of Honour for Our Regiment." "Our gentler men give the wounded a bullet of deliverance, the others hack and stab. They lay wounded and asking for quarter. But whether lightly or seriously wounded, our brave riflemen saved for the Fatherland the expense it must have incurred for numerous losses."

As comment on this we can only repeat the words of Frank Jewett Mather: "It may be questioned whether anywhere in the world outside of Germany such news could have been printed to the honour of the nation."

Possession of Ideals.

The second division of Von Bernhardt's articles seeks to show that the Germans have been successful in carrying out their military plans. Can it be that this general has never heard of the resistance of the Belgians? Of Paris to be taken in six weeks? Of the annexation of Belgium to be proclaimed at Ypres many months back? And has he, too, like the common soldiers, been deceived by that childish trick which, giving to Ostend the name of "Kales," tried to spread the belief that the thrice-announced fall of Calais was an historic fact? We say nothing of Von Bethmann-Hollweg's declaration that England could never lend France any substantial aid on land!

We need examine Von Bernhardt's article no further. It is evident that neither his statements of facts nor his deductions are to be trusted any longer. He, too, has been driven to a deception of himself and of others in an attempt to justify an iniquitous war. After all, however, this is only the last step in a long development; for, though still clinging to a laudable frankness, his works before the war had already revealed that absence of high moral standards, that perversion of ideals which marks the worship of military power. In "Germany and the Next War" did he not quote with approval the astonishing words of Treitschke, that other monumental, which read: "Among all political sins, the sin of feebleness is the most contemptible; it is the political sin against the Holy Ghost." A. G. H. Spiers in the *Philadelphia Public Ledger*.

THE HONGKONG TELEGRAPH SECOND EXTRA

HONGKONG, TUESDAY, JUNE 15, 1915.

TO-DAY'S LATEST WAR TELEGRAMS

[Reuter's Service to The "Telegraph."]

THE SURPRISE THAT FAILED.

June 14, 3.35 p.m.
Reuter's correspondent at Rome reports that the recent fighting has proved the remarkable qualities of the Italian soldiers. Their determination to win at any price is inspired by their reawakened racial feelings. Officers and men fought side by side, most heroically, attacking fortified entrenchments with the bayonet.
Col. Derossi, wounded at the head of the Bersaglieri, fell waving the flag and shouting "Sempre avanti Bersaglieri."
Col. Morgotto and many other officers met death with similar ardour.
The operations in the mountain are most difficult. Heavy guns have to be transported to almost inaccessible summits, across rock-strewn gorges. Cavalry and cyclists have made most daring raids into the enemy's country. Seven thousand Austrians with guns on muleback attempted to surprise in the rear the Italians on Mont' Nero.
Marching through mountain paths they divided into three columns, but were detected by Alpini who remained quiet until the Austrians were close to them. Then they attacked furiously with the bayonet from rocks, trees, ditches, and entrenchments, shouting "Savoia." Meanwhile Italian mitrailleuses played on the enemy's rear. The Austrians resisted desperately but were obliged to retire, many mules, guns and soldiers, falling into the precipices.

PRO-WAR FEELING IN GREECE.

June 14, 3.35 p.m.
Reuter's correspondent at Athens reports that it is practically certain that M. Venizelos has secured large majorities almost everywhere. The polls are most heavy. "Crowds of good humoured Venizelists formed processions and were so numerous that though cavalry attempted to disperse them, they did not succeed, the crowds reforming and demonstrating."

THE EXTRADITION CASE.

SOLICITOR'S EXPERIENCE WITH A WITNESS.

The Chinese m'litary commissioner who gave evidence in the Extradition case at the Police Court yesterday was examined by Mr. G. K. H. Brutton (for the defence) this afternoon.

Witness said he was in Waichau on November 9, last. He was also there on the 10th and 11th. He knew that Sung Shun Kit was tried at Waichau on November 10. He was arrested at Yung Hau, at his own house which was two or three miles away from Sam To Chuk. Sung Shun Kit was arrested because stolen goods were found in his house. He was arrested during the night by a man named T. He had not heard of a man named Woo Hon Hing having received \$1000 reward and promotion for making the arrest. There was no distinction conferred upon him.

This man Sung Shun Kit was considered rather a catch was he not? (laughter.)

His Worship:—Will you put it without any slang (laughter).
Mr. Brutton:—What happened to Sung Shun Kit?

Witness:—He was shot (laughter).
What for?—He was shot for receiving stolen property and assisting robbers.

I put it to you he was shot because he was an adherent of

Hung Shiu Lun, the man in the dock, and he delivered speeches at Sam To Chuk fermenting rebellion or advocating a rebellion. If you like?—I do not know of such a thing.

Witness continuing said he was inside the yamen at Waichau and he knew what happened inside. An argument then followed between counsel for the prosecution and the solicitor for the defence as to the admissibility of a certain reply.

Mr. Sharp:—A little less, oratory now and a little more evidence and we will get on.

Mr. Brutton:—I am trying to get evidence and he is showing what a liar he is (exclamation).

Later Mr. Brutton asked if it was not possible to get a fresh interpreter. When witness was asked what his position was in the yamen he was answering as to where he slept (laughter).

His Worship asked for the examination to continue.

During the hearing of the case up to now Hakka, Hoklo, Mandarin and Cantonese dialects have been used.

Sai Pik Yin said he was a "gentleman" (meaning an elder) at Sam To Chuk.

The Interpreter:—He speaks a mixture of Hoklo and Fokien, your Worship.

Mr. Sharp:—It seems rather a Babel this Sam To Chuk in the matter of languages. (Laughter). Witness said he was a member of the Commercial guild. He was also a schoolmaster. On November 1, last, there was not a meeting of the guild as it was broken up. It had been recommenced on May 1. There was a meeting of the guild on that day and he was present.

The hearing was again adjourned.

DRUNKENNESS.

Ships Officer in Trouble.

Before a Court of Marine Inquiry composed of Commander C. W. Beckwith R.N., Acting Commander F. Gibson R.N., H.M.S. Tamar, Harry Trubridge, master s.s. Tean and John Laege, master s.s. Linton, yesterday A. H. Stewart, the master of s.s. Haimun, charged W. J. Fraser the third mate of the same ship, with being drunk on the 3rd and 4th inst. Complainant stated that defendant came to him and asked for a third mate's berth, saying that he had been eight months in the Navy, and that if he were given a chance, there would be no complaint against his behaviour. Witnesses told him that he knew all about his record, he having been previously dismissed from the Douglas Line for drunkenness, but that he would give him a chance. Defendant was engaged and joined the ship as third mate, on the 28th April. The ship left for Swatow on that date, he joined the ship sober. The vessel arrived back at Hongkong on the 31st ult., at 10 a.m., defendant was under the influence of drink. Witness called him up and told him that he would be given a chance, but if there were any more drunkenness, he would certainly be prosecuted before a Marine Court. On the 2nd June after receiving his month's pay, defendant was again warned to give up drink and save his money. On the 3rd June, the Chief Officer asked Witness to come and see the defendant, who was drunk and could hardly stand, and was interfering with the work. In the afternoon, he was helplessly drunk, and on the 4th he was still too drunk to even go to the Harbour Office. Witness left the wharf, after having reported the matter. Defendant was still too drunk to go on duty. He went on watch at 8 p.m., that night sober and had been sober since.

Mr. Cooper, Chief Officer of the ship, said defendant was under the influence of drink on the 3rd and 4th June. He was lying down unfit for duty. He was a good Officer when sober.

Defendant: Was I suffering from fever at Foochow in May? Chief Officer: Yes you had fever at Foochow and I treated you with quinine.

Defendant: I admit I got drunk on the King's birthday, but I did not drink again after that date.

The Court finding him guilty, stated that taking into consideration, the fact that his certificate was suspended by a Marine Court in Hongkong for drunkenness, in March 1914 for one year, and the evidence now given, he appeared a confirmed drunkard, and as such, with a certificate of competency was a menace to shipping. His certificate was therefore, ordered to be suspended for two years and before the certificate was returned, a testimonial of sobriety from the masters with whom he has served should be produced to the Board of Trade covering six months immediately preceding the expiration of the suspension.

South American Entente.

Rio de Janeiro, April 27. —Doctor Lauro Muller, Brazilian Minister for Foreign Affairs, left to-day on a tour to Argentina, and Chile, in the course of which visits will be exchanged between the Foreign Ministers of the three Republics, the tour having a political object and originating in a desire on the part of the Governments of all three countries to bring about a closer and more concrete union between them. On his way Dr. Muller will also pay an official visit to Uruguay.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut.-Col. A. Chapman V. D. are as follow:—

Leave.

Sapper F. W. T. Ross is granted leave of absence from 15.6.15 to 15.7.15.

Resignation.

Pte. J. H. Bone is permitted to resign, on leaving the Colony, dated 15.6.15.

Parades.

Parades for Wednesday, 16th instant, 7.00 a.m. Signalling Section—Signalling Instruction at Headquarters. 5.30 p.m. Right Section M. G. Co., Squad drill & Skirmishing at Happy Valley, Fall in on road between Law Courts & City Hall at 5.15 p.m. and proceed by special tram. Remainder Nil.

Detail.

At Kowloon (Detention Camp) on duty to-night Scouts Company. Officer on duty Lieut. Murphy. On duty to-morrow night Centre Section M. G. Co. Officer on duty Captain Wood. Orderly Officer 2/Lieut. Bonnar H.K.V.R. Orderly Sgt. Sergeant Hurley H.K.V.R.

Next for duty at Headquarters.—June 19, Right Section M. G. Co. June 20, Civil Service Co. June 21, No. 1 Section Scouts Co. June 22, No. 2 Section Scouts Co. June 23, No. 3 Section Scouts Co. June 24, No. 4 Section Scouts Co. June 25, Centre Section M. G. Co.

At Gun Club Hill:—On duty from 19th to 26th inst. No. 2 Section Artillery Battery. Officer on duty, Captain W. M. Scott.

At Detention Camp, H.K.V.R. Orderly Officer 19th to 26th instant, Lieut. Kennett. Orderly Sergeant 19th to 26th instant, Sergt. Frith.

BRAVE BRITISH AVIATOR.

Dodges Death in Air.

London, May 18.

One of the most daring exploits of the war is described by the official observer at British field headquarters as follows:

"One of our airmen had a thrilling experience. He was alone in a single-seated aeroplane in pursuit of a German machine. While trying to reload his machine gun he lost control of the steering gear, and the aeroplane turned upside down. The belt round his waist happened to be loose, and the jerk of the turn almost threw him out of the machine, but he saved himself by catching hold of the rear centre strut. The belt slipped down round his legs.

"While he hung thus head downward, making desperate efforts to disentangle his legs, the aeroplane fell from a height of 8,000 feet to about 2,500 spinning round and round like a falling leaf.

"At last he managed to free his legs and reach the control lever with his feet. He then succeeded in righting the machine, which turned slowly over, completely looping the loop; whereupon he slid into his seat."

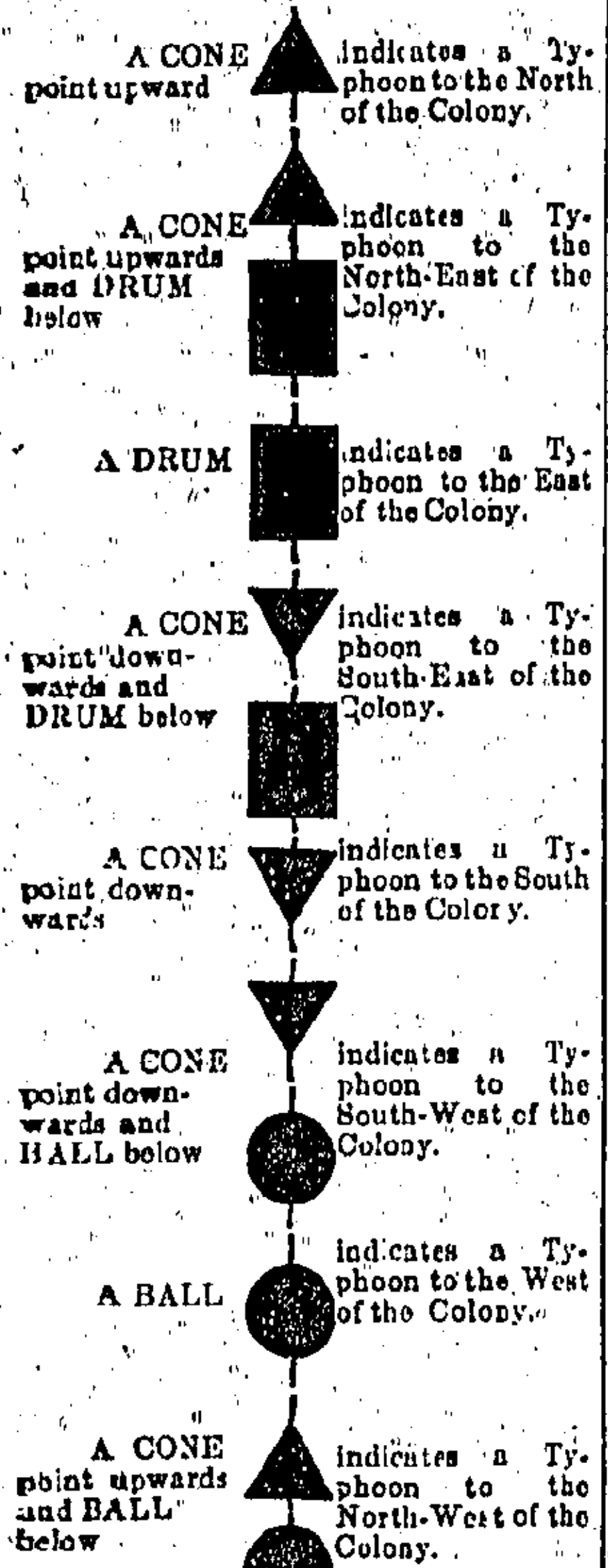
The Late Sir J. W. Bonser's Estate.

Sir John Winfield Bonser, formerly Chief Justice of the Straits Settlements, of 3, Eaton-place, S.W., who died on Dec. 9 last, aged 87 years, left unsettled property of the gross value of £51,300, with net personalty £27,701. The residue of the property is left in trust for his wife for life or widowhood, and then as to one-half in trust for each of the testator's children, Joyce and Phoebe. In the event of the failure of these trusts, the residue is to go to Christ's College, Cambridge, for founding scholarships for poor and deserving students.

TYPHOON SIGNALS.

STORM-WARNINGS, ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon Godowns, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-kok and F. O. Quarters, Lyceum.



RED SIGNALS indicate that the centre is believed to be more than 300 miles away from the Colony.

BLACK SIGNALS indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS. In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Fla. staff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS. For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen, Waglan, Sau Ki Wan, Stanley, Sai Kung, Cape Collinson, Sha Tau Kok, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by signals from the Lighthouse.

C. W. JEFFRIES, Director.

GERMANY AND AMERICA.

Germans Inquisitive.

Washington, June 8.—According to the reports which have been received here, both the officials of the German government and the public, are awaiting with interest, news of the reception accorded the German reply repudiating all responsibility for the sinking of the steamer Lusitania.

The port of the Lusitania prevents direct communication between the Lusitania and the radio towers at Nauen, and thus Ambassador Bernstorff has been unable to make any report. Ambassador Bernstorff is not permitted to use his diplomatic code in filing messages by cable.

Germany will be held to strict accountability for the loss of American lives and the damage to American property which has happened or may happen as a result of submarine warfare—this was reiterated by President Wilson in the conference with Count von Bernstorff the German Ambassador, which took place Wednesday.

The details of the conversation have not been given out, save that it has been officially intimated that the President with great earnestness repeated this statement, originally made in a Note sent to the Berlin government.

All over the country the outcome of the crisis in the relations between Germany and the United States is awaited with deep anxiety. From all quarters support for such action as the Administration may consider it right to take has been pledged.

THE WAR.

COUNTRIES ENGAGED.

Germany	Russia.
Austria	France.
Turkey	Belgium.
	Italy
	Japan
	Servia
	Montenegro

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

PRINCIPAL EVENTS.

June 28—Archduke Francis Ferdinand assassinated.

July 23—Austria sends an ultimatum to Servia.

July 31—Russia orders general mobilisation.

Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.

Aug. 2—German forces enter Luxembourg.

Aug. 4—England sends ultimatum demanding observance of Belgian neutrality. Germany rejects ultimatum.

Aug. 5—England at war.

Aug. 7—Germans enter Liege. French invade southern Alsace.

Aug. 15—Austrians enter Servia. Japan sends ultimatum to Germany.

Aug. 17—British land in France.

Aug. 19—Beginning of battle of Lorraine.

Aug. 20—Germans enter Brussels.

Aug. 23—Germans enter Namur.

Aug. 24—British begin retreat from Mons.

Aug. 25—French evacuate Muhlhausen.

Aug. 26—Germans take Longwy.

Aug. 27—Louvain burned by Germans. Japanese blockade of Tsingtau.

Aug. 28—Battle of Heligoland.

Sept. 2—German advance reaches Senlis. French Government moves to Bordeaux.

Sept. 3—Russians occupy Lemberg.

Sept. 5—Battle of the Marne begins.

Sept. 7—Maubeuge taken by the Germans.

Sept. 12—German retreat halts on the Aisne.

Sept. 20—Germans bombard Rheims.

Sept. 22—German submarine sinks British cruisers Aboukir, Cressy, and Hogue.

Sept. 25—Indian troops land at Marseilles.

Sept. 28—Germans begin siege of Antwerp.

Oct. 2—Germans defeated at Augustow.

Oct. 5—Belgian Government removed from Antwerp to Ostend.

Oct. 7—Bombardment of Antwerp.

Oct. 9—Antwerp occupied by the Germans.

Oct. 12—A Boer commando in the Cape Province mutinies.

Oct. 13—Belgian Government transferred from Ostend to Havre.

Oct. 14—Allies occupy Ypres. Battle begins on the Yser.

Oct. 15—Ostend occupied by the Germans.

Oct. 16—British cruiser Hawke sunk by German submarine.

Oct. 24—Ten days' battle before Wareawends in German defeat.

Oct. 27—Russians reoccupy Lodz and Radom.

Oct. 29—Turkish naval attacks on Odessa and in the Crimea.

Oct. 30—Col. Maritz, rebel leader driven out of Cape Colony.

Nov. 1—German naval victory off the coast of Ochi.

Nov. 3—German squadron makes a raid on British coast.

Nov. 4—German cruiser York strikes mine in Jade Bay.

Nov. 5—England and France declare war on Turkey. Dardanelles forts bombarded.

Nov. 8—Tsingtau surrenders.

Nov. 7—Russians enter East Prussia.

Nov. 10—The Emden destroyed.

Nov. 11—Germans capture Dixmude.

Nov. 19—House of Commons votes a new army of 1,000,000 men. More than 1,100,000.

Nov. 23—Russians surround German corps south of Lodz.

Nov. 26—British battleship Bulwark destroyed by explosion in the Medway River.

Dec. 1—German Reichstag votes new credit of five billion marks. King George visits Flanders.

Dec. 2—Austrians occupy Belgium. Gen. De Wet captured.

Dec. 3—Servians defeat Austrians in three days' battle.

Dec. 6—Germans occupy Lodz.

Dec. 8—British naval victory off Falkland Islands.

Dec. 9—Gen. Byers, Boer leader, killed at the Vaal River.

Dec. 13—British submarine sinks the Messaudish in Dardanelles.

Dec. 15—Austrians evacuate Belgium.

Dec. 16—German cruisers bombard Scarborough and Hartlepool.

Dec. 18—Egypt proclaimed a British protectorate. Gen. Botha reports Boer rebellion as at an end.

Dec. 20—Severe fighting on the line of the Buzza River.

Dec. 23—French Chamber votes war credit of \$340,000,000.

Dec. 25—British naval and aerial raid against Ouhaven.

Dec. 28—French occupy St. Georges, near Nieuport.

Jan. 1, 1915—H.M.S. Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3—Russians win decisive victory over Turks in the Caucasus.

Jan. 8—French advance across Aisne, north of Soissons.

Jan. 13—Turks occupy Taurus. Count Berchtold resigns.

Jan. 19—German air fleet bombards Yarmouth.

Jan. 21—General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea: the Blücher sunk.

Jan. 26—Germans lose heavily at Givency and Guinoby.

Jan. 31—Germany inaugurates submarine raids.

Feb. 3—German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties to date 104,000.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

March 8—British aeroplanes attack Ostend.

March 10—Second Canadian contingent lands in England.

March 3-10—Four German submarines accounted for.

March 10—British capture Neuve Chapelle.

March 14—German losses at La Bassée total 10,000 in three days.

March 14—The Dresden sunk off Juan Fernandez Island.

March 16—Sir John French estimates German losses in La Bassée region to be 17,000.

March 18—British battleships Irresistible and Ocean and French battleship Bouvet sunk by floating mines in Dardanelles.

March 19—Russians enter Memel.

March 21—Futile Zeppelin raid on Paris.

March 22—Przemysl surrenders to the Russians.

March 24—British airmen successfully attack German submarine works at Hoboken.

March 25—German submarine U20 sunk with all hands.

March 29—Russian Fleet bombards the Bosphorus. German submarine sinks West African liner Falaba.

March 31—Australia offers another contingent.

April 8—Prinz Eitel Friedrich interned in Norfolk Navy Yard, U.S.A.

April 9—Germany assumes liability for the sinking of the Americanship William Frye.

April 10—German Note to United States complains that the latter has accomplished nothing by her diplomatic correspondence with Allies.

April 10—Official statement as to ill-treatment of British prisoners in Germany.

April 11—German Socialists issue peace pamphlets: Bishop of London visits entire front.

April 12—New York Herald demands that Count Bernstorff should be given his passport.

April 13—Sir John French asks for extra munitions.

April 14—H.M.S. Renard steams ten miles up the Dardanelles. Futility Zeppelin raid on Northumbrian coast.

April 15—Dutch s.s. Katwyck torpedoed without notice.

April 18—E. 15 runs ashore in the Dardanelles; officers and men made prisoners.

April 19—Austria's request for food-stuffs to be allowed to pass through Italy refused.

April 20—German Note protest against the seizure, by the British, of the s.s. Paklat.

April 20—German statement that the British had used asphyxiating gases.

April 21—Russian torpedo-boats sink ten Turkish vessels loaded with munitions.

April 22—Turks prevent Italians in Turkey from responding to mobilisation call. Anti-war riots in Trieste.

April 24—Allies land at three points of the Gallipoli peninsula.

April 25—British capture Hill 60.

April 26—Canadians' victory at Ypres. General attack on the Dardanelles by land and sea forces.

April 27—French re-capture Hartmannswillerkopf. Earl Kitchener's statement in the Lords concerning the German ill-treatment of prisoners.

April 20—After considerable opposition, the Allied troops establish themselves across the end of the Gallipoli peninsula. General Hutton resigns command of the 21st Division through ill health. Mr. Lloyd George introduces proposals dealing with the drink question.

April 30—Further contingent of Australians disembarks at Gallipoli. Respirators supplied to the army as a safeguard against gas.

May 2—Minor sea encounter between British and Germans. British lose the destroyer Recruit, and Germans two destroyers.

May 3—Admiral Jellicoe expressed amazement as to the situation in Clyde and Tyne yards.

May 4—America asks for information as to the sinking of the Gulf Light in the attack on the Cushing. Mr. Lloyd George estimates that eight months of war have cost 377 millions.

May 6—Announced that Germans in South West Africa poisoned the wells.

May 7—The Lusitania sunk by German submarines. 1306 lives lost.

May 9—Anti-German riots in Liverpool and London. The Frankfurter Zeitung describes the sinking of the Lusitania as "tragic, but nevertheless an extraordinary success for the German navy."

HOTEL LIST.

Hongkong Hotel.

Anderson S E	Marriott Dr & Mrs O
Anthony Miss B	Marshall Mrs E G
Bell C J	McCarthy D
Belliss Mrs E B	McNeill L D
Blacker G O	Meyer Mr & Mrs O E
Bouman G O	Mohr K P
Butcher J H	Ormsby J
Cassell Capt L	Middleton G S
Cheatham H	Mody Mr & Mrs J H
Cobb P N	N
Collum M J	Neighbour W R
Connelissen Mrs	Newburger G F
Davis Mr & Mrs F E	Newman S
Davison H J	Ormsby J
Daniel O G	Pattison W W
Duffy Miss M E	Pegg H H
Dunmood W B	Peltzer Dr
Ehrenfels H E	Plant W H
Evans E	Piston Miss
French Capt & Mrs	Pitcher A J
Fitzwilliams D G R L	Porter Mrs
Fowler Denman	Quinn J
Glaister Dr & Mrs	Reay, Miss F
Gibb J	Reay, Miss F
Gould Mr & Mrs J	Raymond J E
Goulbourn V	Randall Mrs J A
Gregory T M	Roswell J F
Griffiths H L	S
Goodrich G L	Salle R
Hall Capt T F	Smith W H
Hannibal Mr & Mrs	Sorby V
Hanson A	Smith Mrs A G
Hawson A	Steele H C
Hawwood C H	Store Dr & Mrs F P
Hawson Hon M E A	Sowden Mr & Mrs A
Hollingsworth A H	T
Hodge W J	Taylor Mr & Mrs J
Irring E A	W
Joseph E M	Toulouze Madame
Joseph S M	Troy A L
Joseph M T	Tueben K E
Joseph E	Vain Dr & Mrs H de
Joseph E B	Wain Mr & Mrs A
Lauder C M	Webb Mr & Mrs B
Laycock C	White F W
Law H D	White Mr & Mrs
Lloyd G T	H L H
Longfield S	Wood F G
Malone Mrs R	Wood Mrs R F
Markham B	

Carlton Hotel.

Alemberg E	Malcolm J
Clarke Miss May	Marshall J
Cropley L	Meek Thomas
Cropley N C	Molter
Cropley C C	Pennell W V
Cropley W C	Reagan A
Fletcher W & Mrs	Plum Capt R
Goodall Misses	Tappin E
Holway H D	Taylor W
Hosbair J	Thom Wm
Kierulff R	Wholey A R
Macgregor D	Wilson D B

King Edward Hotel.

Almond Mrs R	Laurenson Mr & Mrs
Bettison Mr & Mrs	W H
Brown C W	Lee W D
Budge W	Lee T H
Beale Mrs	Lennox Miss
Chaston A A	Lennox J
Cook Mrs F L	Macdonald Major D
Cooke Miss J F	Maurice H
Cooke Master G M	Nakai B
Course J F	Pennell A L
Dutton Mr & Mrs G	Ramsey Mrs B A
Eaton W T	Richardson Mr & Mrs
Go Mr & Mrs	Rice Mr & Mrs H E
Foy Mrs A	Robson Mrs
Fyfe A A	Soper O H
Fritz C	Stewart E
Hallitt P K	Sylvester Mrs S
Hoshimoto F R	Tanco H
Hosbair J	Tait Mr & Mrs A N
Hunter Mr & Mrs J	Threlfall Mrs
Jackson Mr & Mrs	Threlfall Mrs
Joseph J	Tourello Mrs E L
Kales T H	Tunda B
Keay W E	Underwood Mr & Mrs
Lambert Mrs	Mrs J H

Grand Hotel.

Allen Mr & Mrs	Leon B
Armstrong Mr & Mrs	Lokey W H
Barrow Mr & Mrs	Reynolds C W
Brown Mr & Mrs	Roose F G
Dunlop A	Selma Capt
Gibbs A W	Turner C H
Grant J	Vale V D
James B	Wright S H
Johnson O	
Kearney G W	

NOTICES.

AMERICANS

LIKE

Commercial.

Home Commercial and Produce Markets.

May 7.—The Bank rate remains unchanged at 5 per cent. The Open market rate for short loans is 2 per cent, and discount of four months' Bank bills 3 per cent. The Silver market has relaxed into a lifeless condition, and bars are now quoted at 23 9-16d. per oz. The Rubber Share market has been quiet, but there is little real weakening in prices. The reports are issued of the Eastern and Eastern Extension Telegraph Companies. The China Tea market continues firm, with a fair business passing. Coffee has met with less demand at irregular prices. Sugar is fairly active, and previous rates are generally maintained. Pepper continues a dull and inactive market, with little business passing. Rice remains firm, with a good demand. In Manila Hemp a quiet tone has prevailed, but prices show little change. Plantation Rubber has been quiet, but prices rather higher on the week. Standard No. 1 Ceylon is now quoted at 2s. 3d. per lb., and Smoked Sheet 2s. 3d. per lb. Fire Hard Para is 2s. 5 1/2d. per lb. Straits Tin is £101 10s. to £162 for cash and £182 5s. 6d. to £162 15s. 6d. for three months.

General Trade and Finance.

London May 7.—The Bank rate remains unchanged at 5 per cent. (3 per cent. a year ago). The Open market rate for short loans is 2 per cent., and discount of four months' Bank bills 3 per cent. There is to be an issue in London of 20,000,000 sterling in Russian Treasury bonds, authority for which "on foreign markets" has been given by Imperial Ukaz. This issue is directly connected with an arrangement arrived at between the Russian and the British Governments for the release from "cold storage" at the Bank of England of the bills of exchange drawn by Russian firms on the London accepting houses before the war. A considerable amount of Russian trade bills was included among the 50 millions or so accepted in London when war broke out, the discounting of which by the Bank of England was arranged by the Government as one of the emergency measures during the moratorium. The high rate of the Russian exchange has hitherto prevented remittances from being made to London except at a ruinous loss, but the Russian Government has now stepped in. It will take the payments from Russian merchants in roubles, and will provide the funds required in London in sterling by these issues of Treasury bonds.

Exports to China.

Great Britain's direct exports to China, Hk. Tls. 99,911,000, have also grown considerably, this figure compared with Hk. Tls. 74,856,000 in 1912, and Hk. Tls. 89,997,000 in 1911. But other portions of the British Empire have also to be taken into account, having likewise participated in the growing foreign trade of China India supplied goods in the year under notice to the value of Hk. Tls. 48,292,000, against Hk. Tls. 40,646,000 in 1912; Canada, Hk. Tls. 1,866,000, against Hk. Tls. 1,111,000, the Straits Settlements, &c., Hk. Tls. 8,935,000 against Hk. Tls. 8,604,000; and Australia, New Zealand, &c., Hk. Tls. 762,000 against Hk. Tls. 988,000. Germany's total, which for the previous three years had been fairly stationary round about Hk. Tls. 21,000,000, showed an increase of some Hk. Tls. 7,000,000 in 1913. The imports from the United States, viz., Hk. Tls. 35,427,000, while larger than in 1910, have followed a downward tendency since 1911, when they were Hk. Tls. 40,823,000. Imports from Russia, on the other hand, again increased as did the consumption of French, Dutch, Austrian, and notably Belgian goods. It may be added that the Yellow Book from which we take the above details gives the provenance and distribution of each article of foreign products imported by China, and may be studied with profit by everyone interested in the trade of that country.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

		S.-SELLERS		SA.-SALES		D.-BUYERS		N.-NOMINAL				
STOCK.		To-day's Closing Prices	Number of Shares	Par Value	Paid Up	Highest	Lowest	1914.	1914.	1915.	1915.	Last Dividend and Date
								Highest, 14th May. to now	Lowest, 14th May. to now			
Banks.												
H'kong & S'hai Banking Corp.	£800 b. 276 1/2	120,000	\$125	all	855	July.	700	Oct.	805	790	{ £2 3/4 & 5/- bonus at ex 1/9/14 equal to £27.27 for 1/2 year ending 31/12/14	
Marine Insurances.												
Canton Insurance Office, Ltd.	£65. sa.	10,000	\$250	50	350	Dec.	305	Oct.	370	360	{ Final of \$4 a/c 1913. Interim of \$18 a/c 1914.	
North China Ins. Co., Ltd.	£170 b.	10,000	£15	£5	145	May	133	Jan.	170	170	{ Interim of 12 1/2 p.c. for 1914	
Union Ins. Society of C'ton, Ltd.	£857 1/2 b.	12,400	\$250	100	847 1/2	April	700	Oct.	860	855	{ Final of \$20 and bonus of \$5 making \$25 for 1913 and Interim of \$30 for 1914	
Yangtze Ins. Assoc. Ltd.	£225 b. ex 73	12,000	\$100	60	210	April	192 1/2	Jan.	225	225	{ Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914	
Fire Insurances.												
China Fire Ins. Co., Ltd.	£135 b.	20,000	\$100	20	160	July	140	Oct.	134	130	{ \$9 for 1913	
H'kong Fire Ins. Co., Ltd.	£392 1/2 b.	8,000	\$250	50	395	Feb.	368	April	392 1/2	385	{ \$27 for 1913	
Shipping.												
China & Manila S.S. Co., Ltd.	£44.90 b.	30,000	\$25	all	10	Jan.	5 1/2	Dec.	4.90	4.80	{ \$1 for 1906	
Douglas Steamship Co., Ltd.	£47 1/2 b.	20,000	\$50	all	36	Mar.	27 1/2	Nov.	51	45	{ \$3 for year ending 30.6.14	
Hongkong, C. & M.S.S. Co., Ltd.	£23 s.	80,000	\$15	all	29 1/4	Jan.	22	Dec.	23	23	{ Final of 40 cts. making 90 cts for year ending 31.12.14	
Indo-China Steam Navigation Co., Ltd.	£96 1/2 s.	{ 60,000 60,000	£5	all	79	Jan.	50	Sept.	99	96 1/2	{ Final of 3% m'king 6% on preferred shares & 5% on deferred shares for year 1913	
Shell Transport & Trading Co., Ltd.	£93/- b.	3,797,610	£1	all	106/-	Feb.	70/-	Sept.	94/6	93/-	{ Interim of 1/- a/c 1914 C.No. 23	
Star Ferry Company, Ltd.	£37 s. ex div. s.	40,000	\$10	all	49	Mar.	40	Nov.	37	37	{ \$1.70 per share and bonus of 30 cents per share for year ending 30.4.14	
Refineries.												
China Sugar Refining Co., Ltd.	£115 s.	20,000	\$100	all	96 1/2	Feb.	70	Nov.	117	111	{ \$3 for 1912	
Luzon Sugar Refining Co., Ltd.	£51 b.	7,000	\$100	all	31	Jan.	17	Dec.	31	27 1/2	{ \$3 for 1897	
Mining.												
Kailan Mining Admin'n. Co., Ltd.	£32/- s.	1,000,000	£1	all	41/-	Feb.	33/6	Dec.	33/6	32/-	{ Final of 5% Coupon No. 4 making 10% for year ending 30/6/14	
Raub Australian Gold Mining Co., Ltd.	£37.0 b.	200,000	£1	all	31.0	Jan.	1.90	Nov.	3.70	3.60	{ 1/2 for 1909	
Tronoh Mines Ltd.	£32/6 s.	160,000	£1	all	39/-	Feb.	19/6	Nov.	32/6	32/6	{ 1/- mak. 7/6 a/c 1913	
Docks, Wharves and Godowns &c.												
H'kong & K.W. & G. Co., Ltd.	£168 n.	60,000	\$50	all	89	Jan.	73	Nov.	72	68	{ \$3.50 for year 1914	
H'kong & W'pca D. Co., Ltd.	£62 1/2 b.	50,000	\$50	all	77	Jan.	53	Oct.	62 1/2	57	{ \$3 dividend for year 1914	
Sh'hai Dock & Eng. Co., Ltd.	£52 b.	55,700	£100	all	60	July	50	Dec.	62	51	{ Tls. 5 for 1913	
Sh'hai & H'kew W. Co., Ltd.	£85 b.	36,000	£100	all	109	Jan.	82 1/2	Dec.	85	80	{ Tls. 5 for 1914	
Hotels and Buildings.												
Anglo French Lands	£94	13,000	£100	t.100	128	July	120	Dec.	114	112	{ Tls. 6 1/2 for year ending 29.2.14	
H'kong Hotel Co., Ltd.	£114 b.	20,000	\$50	50	128	July	120	Dec.	114	112	{ \$2.50 for half year ending 31.12.14	
H'kong Land Investment Co., Ltd.	£108. sa.	50,000	\$100	all	117 1/2	July	98	Nov.	108 1/2	108	{ \$3 for year ending 31.12.14	
H'phreys Estate & F. Co., Ltd.	£6.90 sa.	150,000	\$10	all	9 1/2	Jan.	7	Nov.	7	6.90	{ 45 cents for year 1914	
K'loon Land & Building Co., Ltd.	£40 b.	6,000	\$50	10	45 1/2	Jan.	44	Feb.	40	40	{ \$3 for 1914	
Shanghai Lands	£105	78,000	£50	all	98	Dec.	89	Oct.	106	101	{ Final of 6 p.c. making 12 p.c. for 1914	
West Point Building Co., Ltd.	£71 b.	19,500	\$50	all	73	June	66	Feb.	70 1/2	70	{ \$2.25 for half year ending 31.12.14	
H'kong Central Estates	£100 sa.	10,000	\$100	all	73	June	66	Feb.	100	100	{ \$4.09 for 7 months ending 31.12.14	
Cotton Mills.												
Ewo Cotton S. & W. Co., Ltd.	£161 b.	20,000	£50	all	138	July	135	May	163	b. 152 1/2	{ Tls. 12 for year ending 31.10.14	
Hongkong Cotton Co.	£7.40 b.	125,000	\$10	all	8 1/2	Mar.	7	June	7.40	7	{ 50 cents 31.7.08	
Kung Yik	£13.90 b.	75,000	£10	all	144	Jan.	11	Mar.	144 1/2	133 1/2	{ Tls. 1.20 for year ending 30.11.14	
Laou Kung Mow	£9 1/2 b.	8,000	£100	all	110	Feb.	70	May	69	b. 86	{ Tls. 12 for 1913	
Shanghai Cottons in S'hai	£9 1/2 b.	40,000	£50	all	135	Feb.	70	Nov.	99 1/2	97 1/2	{ Div. Tls. 6. Bonus Tls. 4. Extra (Bonus Tls. 1. year end'g 30.6.14	
Miscellaneous.												
China Borneo Company, Ltd.	£10 s.	60,000	\$12	all	12	May	10	Dec.	10	10	{ 85 cents for 1914	
China Light & Power Co., Ltd.	£4 1/4 sa.	10,000	\$5	all	4.90	July	4	April	4 1/4	4 1/4	{ 6% for year ending 28.2.06	
Do. (Spec. shares)	£4 1/4 sa.	50,000	\$1	all	9	Jan.	7	Nov.	8 1/2	8.00	{ 70 cts. for 1914	
China Prov. L. & M. Co., Ltd.	£8 b.	125,000	\$10	all	39	Jan.	35	Aug.	34	34	{ \$1.50 for year ending 31.7.14	
Dairy Farm Company, Ltd.	£34 b.	40,000	\$7 1/2	6	9	June	5	Dec.	6.90	6.70	{ 50 cts. for 1914	
Green Island Cement Co., Ltd.	£6.85 b.	400,000	\$10	all	6.90	Jan.	36	Nov.	39 1/2	39	{ \$2.00 per share for 1914	
Hongkong Electric Co., Ltd.	£39 1/2 b.	60,000	\$10	all	49	Jan.	217 1/2	July	174	184	{ Final of \$6 making \$8 1/2 for 1914	
Hongkong Ice Co., Ltd.	£124 s.	6,000	\$25	all	25	June	22	Apr.	26 1/2	26 1/2	{ Final of \$1 making \$2 for 1914	
Hongkong Rope Mfg. Co., Ltd.	£26 1/2 s.	60,000	\$10	all	25	June	7/-	Feb.	5.20	5.10	{ Final div. of 6d. making 7 1/2 p.c. per share for 1913	
Hongkong Tramway Co., Ltd.	£5.10 b.	325,000	5/-	all	13 1/2	July	7/-	Feb.	5.20	5.10	{ Interim of T. 1 making T. 2 a/c 1913	
Langkats	£40 1/2 b.	250,000	£10	all	64 1/2	Mar.	28	Dec.	42	40	{ 70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15	
Peak Tramway Co., Ltd. (Old)	£9.30 x div. Do (New)	25,000 \$10 50,000 \$10	\$1	all	10 1/2 93 cts.	Jan. Jan.	9 1/4 75 cts.	June Dec.	10 10	10 10	{ 4 5	
Philippines Ld.	£4 b.	75,000	\$10	all	—	—	—	—	4	4	{ None	
H. Price & Co., Ltd.	£5 b.	12,000	\$10	10	—	—	—	—	5	5	{ \$1.50 for 1910.	
Societe des Pulpes et Papiers	£20 b.	13,200	\$50	all	—	—	—	—	20	20	{ None	
teries du Tonkin	£3.10 b.	20,000	\$5	all	5.00	June	4	Nov.	3 1/2	3.00	{ 35 cts. for year ending 31.5.14	
Steam Laundry Co., Ltd.	£16 1/2 b.	27,723	\$10	all	22 1/4	Feb.	17	Jan.	16 1/2	16 1/2	{ \$1.00, per share for year ending 31.12.14	
Union Water-boat Co., Ltd.	£16 1/2 b.	90,000	\$10	all	8 1/2	April	6.90	Dec.	6.60	x div. 6.50	{ 50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14	
Watson and Co., Ltd.	£6 1/2 b.	31,000	\$7	all	9 1/2	Jan.	6 1/2	Dec.	6 1/2	6	{ \$1. Interim a/c year 31.8.14	
William Powell, Limited.	£6 1/2 b.	6,000	\$25	all	30	June	92	Dec.	29	29	{	
S. C. Morning Post	£29 b.	6,000	\$25	all	30	June	92	Dec.	29	29	{	

WRIGHT & HORNBY.

Share and General Brokers

6, Des Vaux Road Central. Tel. address. Rectitude.

CORRECTED TO NOON, JUNE 15, 1915.

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE.

Selling.	Demand India	135 1/4	T/T France	2.31 1/2
T/T	T/T Bombay	135 3/4	Demand Paris	2.32
Demand	Demand Bombay	135 3/4	On Haiphong	8 1/4 prem.
30 d/s	T/T Calcutta	135 3/4	On Saigon	8
60 d/s	Demand Calcutta	135 3/4	On Bangkok	8
4 m/s	Demand Manila	88	Buying.	
T/T Shanghai	T/T San F'co & N.Y.	43 1/8	4 m/s. L/O	1.10 1/8
Private 30 d/s	Demand New York	43 1/4	4 m/s. D.P.	1.10 1/4
T/T Singapore	T/T Java	108 1/2	6 m/s. L/O	1.10 3/8
T/T Japan	T/T Marks	Nom.	30 d/s. San F'co & N.Y.	44 5/8
T/T India	Demand Germany	—	4 m/s. Marks	Nom.
			4 m/s. Francs	2.42 1/2

15th June.

6 m/s. Francs.....2.47 1/2
Gold Leaf per tael.....\$58
Sovereign \$11 nom.
Bar Silver ready.....29 7/16
forward.....

SUBSIDIARY COINS.

Discount per \$100:
Chinese.....20 cts. pieces \$18 3/4
Chinese.....10 \$18 3/4
Hongkong 20 cts. pieces \$8 3/5
Hongkong 10 \$9 1/2

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE:
60, Wall Street, New York.
LONDON OFFICE:
36, Bishopsgate, E.C.
BRANCHES:

ROMBAY. LONDON.
CALCUTTA. MANILA.
CANTON. PANAMA.
CEBU. PEKING.
COLON. SAN FRANCISCO.
HANKOW. SHANGHAI.
HONGKONG. SINGAPORE.
Kobe. YOKOHAMA.

CAPITAL PAID-UP \$3,250,000
RESERVE FUNDS.....4,120,000

(U.S. Gold) \$7,370,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.
Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorized Capital Yen 48,000,000
Paid-up Capital .. 30,000,000
Reserve Fund .. 19,600,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsiao, Hankow, Harbin, Kobe, Lyons, Shanghai, Tientsin, Yokohama.
Agencies at: Nagasaki, Nanking, Peking, San Francisco, Seoul, Singapore, Tokyo, Yokohama.

Interest Allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

EISHI-ONO, Manager.
Hongkong, 15th March, 1915.

NOTICES

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...£1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed: SHEWAN, TOMES & Co. General Managers.
Hongkong, 19th March, 1890

PEAK TRAMWAY CO. LIMITED

TIME TABLE

WEEK DAYS.		SUNDAYS.	
7.00 A.M. to 1.00 P.M.	Every 15 Min.	7.45 A.M. to 1.00 P.M.	Every 15 Min.
1.00 P.M. to 7.00 P.M.	Every 15 Min.	1.00 P.M. to 7.00 P.M.	Every 15 Min.
7.00 P.M. to 1.00 A.M.	Every 15 Min.	7.00 P.M. to 1.00 A.M.	Every 15 Min.
1.00 A.M. to 7.00 P.M.	Every 15 Min.	1.00 A.M. to 7.00 P.M.	Every 15 Min.
7.00 P.M. to 1.00 A.M.	Every 15 Min.	7.00 P.M. to 1.00 A.M.	Every 15 Min.
1.00 A.M. to 7.00 P.M.	Every 15 Min.	1.00 A.M. to 7.00 P.M.	Every 15 Min.
7.00 P.M. to 1.00 A.M.	Every 15 Min.	7.00 P.M. to 1.00 A.M.	Every 15 Min.

Extra Car at 12 midnight.

SPECIAL CARS

By Arrangement at the Company's Office, Alexander, Teluk.

Des Vaux Road, Central.

*Fares and punch tickets available for all cars not at all-day full running at the time stated in the Company's time tables, but for special cars can be obtained on application at the Company's Office.

No Boston ticket will be issued until payment therefor has been made in Bank Notes

